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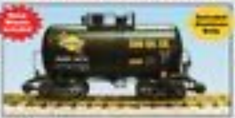
R15200 GATX


R15207 Sunoco

R152[illegible] GATX

R152[illegible] GATX

R152[illegible] [illegible]

R15208 Hooker Chemicals

R152[illegible] [illegible]

R15209 Dupont

R15210 Monsanto Chemicals

R15211 [illegible] Chemicals

R15212 [illegible] Chemicals

R15213 CPC International

R15214 Canadian General Transport

R15215 [illegible] Chemical Corp.

R15216 Tennessee Eastman

R15217 Norfolk Southern

R15218 J.M. Huber Corp.

R15219 Penn Salt

R15220 Quaker State

R15221 Shell

R15222 [illegible]

R15223 Union Pacific

R15224 BNSF

R15225 [illegible]

Also Available - Not Shown
R15280 Painted Black - Data Only
R15281 Painted White - Data Only

ANOTHER INTRICATELY DETAILED LEGEND IS ALMOST READY.

Only two words perfectly describe the upcoming Genesis™ DDA40X: simply amazing. These locomotives have it all – prototype specific details per phase and era, separately applied wire grab irons, a detailed cab interior, etched windshield wipers, [illegible] and drive and [illegible] brakes with [illegible] details.

Sound versions feature dual SoundTraxx™ Tsunami® decoders with authentic DDA40X sounds recorded from UP #6936. Non-sound versions are DCC ready.

The original DDA40Xs were massive locomotives at 98 feet 5 inches long and 17 feet 4 inches tall. They had 8,200-gallon fuel tanks and an operational weight of 545,432 pounds.

In all, they were delivered in two orders: the first was for 25 units, numbers 6900 through 6924, delivered between April and December 1969. The second order was for 22 units, numbers 6925 through 6946, delivered between June 1970 and September 1971. Order yours today. Learn more at www.athearn.com.

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Features include:

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Class 14 Diesel Locomotives

[illegible]

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[illegible]

[illegible]

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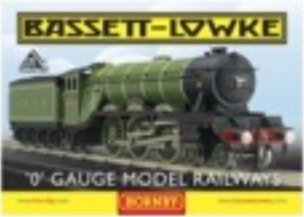
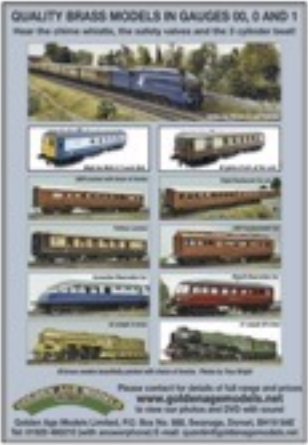

BASSETT-LOWKE
'0' GAUGE MODEL RAILWAYS
HORNBY



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Model Railroad Hobbyist news™

August 2011

Reader Feedback

The Ole Yardmaster

The latest model railroad news, products, and events

We were saddened to learn of the passing of William D. Middleton, whose prose and photographs helped inform and entertain rail fans of all persuasions. He covered a wide range of railroad subjects, but for many of us, his authoritative books on passenger cars and electric railroads remain unsurpassed. His body of work encompassed more than twenty books – all of which are worthy of collecting. Mr. Middleton died at his home in [illegible], [illegible], July 11, 2011. He was 83.

We send our best wishes to modeling wizard Terry Wegman who is slowly recovering from critical renal failure, liver shut down, and dehydration. Get-well wishes can be sent to Terry at the Huntington Beach Hospital, 17772 Beach Blvd. Huntington Beach, CA 92647...

Best wishes also go to Intermountain CEO Frank Angstead who is recovering from knee surgery...

The roster of talented clinicians scheduled for the Fine Scale Model Railroader Expo 2011 continues to grow, with the [illegible] currently listing the names of Jim Ashburn, Mike Rabe, George Barnes, Brian & Jill Bollinger, Michael Duggan, Jack Ellis, Doug Foscale, Dave Frary, Brett Gallant, Russ Greene, Ken Hamilton, Troels Kirk, Darryl La Donna, Chris Lyon, Bob Mitchell, Bruce Nicholson, Dave Revelia, Pat Reynolds, Lou Sassi, and Bob Van Gelder. The event is scheduled for October 13-15, in Peabody, Mass. Additional details are listed in our Selected Events report on page 123.

Look for Sergent Engineering to announce Type-H Tightlock couplers in the near future. Also under development is a clever uncoupling wand that slips under (or) single car diaphragms.

San Juan Decals is for sale. The eight year old firm specialized in thin film decals primarily for D&RGW, Colorado & Southern, and other narrow gauge prototype lines. In addition, San Juan took over the decal production of Foothills Model Works a few years ago. The business is scheduled to cease operations at the end of August. Anyone seriously interested in buying the company should contact Warren Griffith at 970-946-3856.

We had a great time at the National Train Show in Sacramento, meeting new people, chatting with old friends, and taking a close look at all the wonderful goodies on display. The event was well attended, with the gate tally reported at 10,800 for the three day public event...

Among the busiest booths at NTS was Kadee's, with Alan Vessen and Sam Clarke answering dozens of questions about the many variations of their ubiquitous couplers...

Congratulations to E.W. Carmichael of Truckee, California, who won the Model Railroad Hobbyist drawing for a free iPad. To get E.W. started, all past issues of MRH were loaded into the iPad.

Despite the bleak economy, model railroad manufacturers, including many who attended NTS, are showing their confidence in the future by continuing to make costly investments in new tooling. For example, Trainworx is currently preparing tooling for a 38' drop-frame parcel flat with dollies, and a 40' Strick [illegible] flat-car container – all in N scale. ExactRail will soon announce a 61' mill gondola. [illegible] is cutting dies for three variations of an N scale [illegible] caboose. [illegible] Trains is tooling up for a [illegible] scale PRR class [illegible] wood sheathed ice reefer for introduction later this year, and Broadway Limited is finalizing new tooling for an HO scale New York Central steel boxcar with both 4/5 Dreadnaught and 7/8 corrugated ends.

Our news report this month includes information about lots of new and exciting products, including many that were introduced at the National Train Show in Sacramento, California. You'll also see reference to some interesting video interviews we'll likely conducted with several manufacturing officials at NTS. Be sure to check them out.

NEW PRODUCTS FOR MULTIPLE SCALES

Scenic Express (scenicexpress.com) showed several new items at the National Train Show including some impressive [illegible] trees that come 10", 12", 14", and 16" tall. Other unique products included new wild grass from Germany that offers the same results as static grass but does not require any expensive electronic application equipment. The new material is available in eight colors in both [illegible] heights. For additional information about these and other innovative scenery products, click on model-railroad-hobbyist.com/NRFT_2011_NTS/Scenic Express to watch MRH's exclusive interview at the National Train Show with Scenic Express CEO [illegible].

O SCALE PRODUCT NEWS

Among the many items being shown in **Bachmann's** (www.bachmanntrains.com) large display booth at the National Train Show was a pilot model of their forthcoming On30 14-ton two-truck Heisler locomotive. The Spectrum series ready-to-run model is based on an early Heisler manufactured in the late 1890s. The model, illustrated here as a pre-production test sample, will be available this fall decorated for Colorado Mining Co., Midwest Quarry & Mining Co., and Greenbrier & Big Run, as well as an undecorated version in plain black, black with white pinstripes, and black with red window frames, white tires, and white running board stripes. The ready-to-run model has an MSRP of $[illegible] each. The model comes with DCC for speed, direction, and lighting control. It's ready for a plug and play sound module that's sold separately at $[illegible]. On3 modelers will undoubtedly be quick to convert this model to their fractionally wider track gauge.

Sidetrack Lane (sidetracklane.com) has introduced this Crew Truck conversion kit that fits on a Bachmann On30 rail truck. The kit sells for $[illegible] and features laser-cut components, an assembly jig, special graphics, and Berkshire Valley cast detail parts. The rail truck and figures are not included.

[illegible] also introduced its new Wall Street Garage at the National Train Show. The finished structure has a footprint of 8.5 x 8.5 inches. The O scale kit sells for $[illegible]. The vehicle and figure are not included (see picture previous page).

Morgan Hill Models (morganhillmodels.com), a firm that has previously focused on [illegible] ing stock, has released its first structure kit – and they picked a gem. Modelers will recognize The Perkins Produce Company, a classic three-story trackside building that first appeared as a construction article by Earl Smallshaw in a 1978 edition of Model Railroader magazine. It was subsequently made available as an HO scale kit. Morgan Hill's O scale laser-cut version was engineered with assistance from master builder Bill Kerns. The kit is priced at $[illegible] with only 50 scheduled to be cast.

S SCALE PRODUCT NEWS

Alpine Division Scale Models (www.alpinedivision.com) has entered the S scale field with the introduction of George's Feed & Grain. The model uses the well established true board and wood construction technique with Grandt Line windows and doors, and Tichy details including a crane and barrels. The kit is priced at $49.95.

HO SCALE PRODUCT NEWS

Accurail (www.accurail.com) has completed new tooling for an HO scale 40' steel refrigerator car with traditional hinged doors. The initial release, scheduled for late July or early August, will be for data-only cars in both yellow and orange. No shipping dates set, but fully decorated cars expected to be released soon will include Northern Pacific, [illegible], Fruit Growers Express, Milwaukee Road [illegible], Burlington Route, PFE [illegible], Illinois Central, Bangor & Aroostook, Rock Island [illegible], and Great Northern. The cars will have an MSRP of $[illegible]. Accurail has also finished new tooling for a similar car with a plug door. Other car kits scheduled for release this month include an Erie 50-ton offset twin hopper car, and a 40' single-sheathed wood boxcar decorated for Maine Central, Pennsylvania Railroad, and Great Northern. All have a list price of $[illegible].

One of the more exciting new items on display in **Athearn's** (athearn.com) [illegible] booth were pre-production samples of their new HO scale C-30-1 Southern Pacific steel bay window cabooses. Future releases of the Genesis model will include SP class C-30-4, C-30-5, C-30-6, C-30-9, and Western Pacific's 480-class cabooses. The initial release, due to arrive in February 2011, is for two versions of the class

C-30-1 SP/SSW caboose – in Gothic lettering in five road numbers, and in Roman lettering with three road numbers. An undecorated version will also be offered. Special features include see-through steps and end platforms, flush window glazing, and etched metal window screens. Each version of the ready-to-run model will be available with or without lighting. Lighted cars will be equipped with LEDs controlled by an on-board SoundTraxx® system with a built-in capacitor for non-flickering lights. Operating lights include a roof-mounted directional LED "flag red" marker. Non-lighted cars will have LEDs installed in the marker lights with [illegible] leading to the caboose interior.

All versions of the caboose will come with new 50-ton trucks with elliptical springs, rotating bearing caps, electric generator (shown in blue), and electrical pick-up capability. The trucks will also be available separately. See our exclusive 360° Click a light view of Athearn's SP caboose on page 51.

Atlas Model Railroad Company ([illegible]) showed this preliminary engineering sample of a newly-tooled HO scale FMC 5077 cf Plate B boxcar. The model represents an early 1970s-era FMC design with a wide sill panel, and Youngstown door with a roller lift lever. Although not visible here, the car will have Freightmaster ME-10 cushion draft gear. Atlas plans to finish the ready-to-run model with .088" [illegible].

Among the new items featured in **Bachmann's** ([illegible]) exhibit booth was this ALCo [illegible] 1,000 hp diesel switcher. The ready-to-run HO scale model is expected to be ready for October and will come in both DCC-ready versions at $99.00 each, and as a DCC-equipped SoundTraxx® version at $179.00 each. Decorating schemes will include Western Maryland (speed lettering version), Southern Pacific (orange and black), New York Central System (P&LE), Santa Fe (zebra scheme), Union Pacific (Dependable Transportation slogan), and Erie.

Also on display in the Bachmann booth was an engineering sample of an HO scale 2-6-0 Mogul steam locomotive based on a prototype built by the American Locomotive Company. The ready-to-run engine will be available in November as a DCC-ready model at an MSRP of $115.00 each and as a DCC-equipped version with SoundTraxx® sound at $179.00 each. Both versions will be available decorated for Pennsylvania, New York Central, Canadian National, Santa Fe, Union Pacific, and Boston & Maine. Some details on the final production version may differ slightly from the above illustration.

Bachmann has set an October delivery date for a Baltimore & Ohio class EM-1 2-8-8-4 Spectrum-series HO scale steam locomotive with DCC. It will have an MSRP of $[illegible] each. The model comes ready for a 16-bit Tsunami® plug and play sound module which is sold separately at an MSRP of $119.00 each.

Bachmann's new FA2 and FB2 ALCo diesel locomotives will be delivered in October from all-new tooling that, among other details, reflects the increased length of the FA2 over the earlier FA1. The FA2 and FB2 models will be offered as DCC-ready versions with an MSRP of $[illegible] each, or DCC-equipped with sound on-board at $[illegible] each. The initial release of the ready-to-run models will be decorated for Canadian National, New York Central, Erie & Lackawanna, Louisville & Nashville, Pennsylvania (single stripe Brunswick scheme), and Baltimore & Ohio.

Bowser ([illegible]) attracted lots of attention at [illegible] with decorated samples of its newest Montreal Locomotive Works Century C-630M Executive series diesel locomotive. Upgraded from the original Stewart tooling including such details as etched metal radiator running boards, and a fabricated frame. Road names will include Canadian National (North America stripes and wet noodle), BC Rail (two-tone green on red

white and silver), Canadian Pacific (script or Multimark), Arkansas & Missouri, Cape Breton & Nova Scotia, Western New York & Pennsylvania, and Pacific Great Eastern. The Reading Lines locomotive shown here is from an earlier production run. Available for DC operation at $[illegible], or with SoundTraxx™ DCC sound decoder at $[illegible]. See our exclusive 360° [illegible] view of Bowser's C-630M [illegible] on page [illegible].

George [illegible] demonstrated a Bowser PCC trolley equipped with a special [illegible]™sound system that included an automatic sequence of the trolley gong, passenger stop signal, pneumatic door opening and closing, motor generator startup and coasting, and the brake light at the rear of the PCC coming on as the car came to a stop. The system is still under test and should be available late this year.

New items in the **BLMA** ([illegible]) exhibit booth included a modern right-hand cantilevered signal bridge that complements the previously released left-hand version. The modern HO scale double track bridge comes fully assembled with four operating signal heads with a total of 12 separate micro LEDs. The nicely detailed plastic structure features etched metal handrails and walkways. The signal bridge has an MSRP of $[illegible] each.

Also featured in the BLMA booth were preliminary samples of the third release of the company's 89' [illegible] flat car. Era-specific details on the 1970s yellow TTX cars include positionable ACF hitches, wheel and stake chocks, appropriate bridge plates and cut levers. HO versions are expected to arrive this month, with the N scale models due in the [illegible] quarter of [illegible]. Click on [illegible] to see MRH's exclusive interview at the National Train Show with BLMA founder and CEO Craig Martin.

The Blackstone ([illegible]) booth at NTS was full of activity with Nancy [illegible] and [illegible] fielding questions from enthusiastic customers. Major announcements included details on another release of Blackstone's enhanced HOn3 K-27 2-8-2 Mikado. Scheduled to arrive in the spring of [illegible], the new production run will include a late (1940s) version of RGS 455 with its post-wreck cab. The run also includes RGS 455 as a switcher with its unique dog house. All units will be sound-equipped. Non-weathered K-27 locomotives will have an MSRP of $[illegible]. Weathered versions will be listed at $[illegible]. Advance reservations close August [illegible].

Blackstone also announced a new run of its HOn3 narrow frame and frameless tank cars with new road numbers. The narrow frame cars were built in the 1920s by mounting standard gauge tank cars on steel channel frameworks. They were equipped with arch bar trucks with a 4' 8" wheelbase. The UTLX frameless GRAMPS tank cars were originally built from standard gauge cars in the early 1930s. Many of this class had the prominent silver letters embossed across the sides of the tank. The run will include three narrow-frame UTLX cars with yellow lettering for road numbers [illegible], [illegible], and [illegible]. Also available are three frameless style tank cars with the "Gramps" logo and UTLX road numbers [illegible], [illegible], and [illegible]. All of the variations will be available both weathered at $[illegible], or non-weathered at $[illegible]. Delivery is planned for this fall.

Dave [illegible], owner of **Cannon and Company** ([illegible]), showed a range of detailing components at NTS including two new diesel fans. At the left is a 36" cap-top radiator fan used on first generation EMD diesels including F units, GP7/GP7, GP7/GP9, SD7, SD9, SD18 and SD24. Item RF 1707 is priced at $16 for a set of four fans. On the right is a 48" Low-top dynamic fan used on first generation EMD diesels equipped with dynamic brakes including F units and GP7 and GP9. Item NS 1084 is priced at $4.50 for two fans.

Con-Cor (con-cor.com) has announced new road names for its HO scale 1920s-1950s heavyweight [illegible] suburban (B-1-1) cars. The cars have full interiors with constant lighting that operates on both DC and DCC systems. The prototype B-1-1 cars were used by many railroads, and the 63' length makes them suitable for operating on layouts with track radius as tight as 18 inches. New road names announced at Sacramento include Southern Pacific (Daylight, red and orange), Southern Railway (Crescent, two-tone green), Rio Grande (silver and orange), Royal American Shows (red and yellow), Chesapeake & Ohio (George Washington, Pullman green), Nickel Plate Road (Pullman green), and New Haven (Hunter green).

Based on positive responses from dealers and hobbyists, Con-Cor has decided to make a limited re-run of the HO scale Chicago, North Shore & Milwaukee Electroliner. As with the original run, this release, set for later this summer, will be for four-car sets with full interior detailing and lighting priced at $459.98. Additional coaches will be available separately at $149.98 each. Con-Cor will offer an optional add-on sound decoder that will also be compatible with the initial run of Electroliners. The decoder will be priced at $79.98.

Con-Cor is also taking reservations for an HO scale version of the New Haven Comet train set – a permanently coupled double-ended diesel electric streamliner that operated between Boston and Providence in 1935. The distinctive prototype was built with federal funding by a consortium of the Goodyear Company and Germany's Zeppelin Corporation. Con-Cor's HO scale version will consist of a three-car set priced at $459.98. An additional coach will be offered at $149.98. The set operates on conventional DC and is DCC ready. An optional sound decoder is sold separately at $59.98. Con-Cor had a pilot model of the

Comet operating in their booth at the National Train Show.

Con-Cor expects to deliver its HO scale Pennsylvania and Long Island MP54 MU commuter cars in October. The project involves three body types: coach, coach-baggage combine, and baggage-mail. Each type will be available with or without a pantograph in several different decorating schemes for both Pennsylvania Railroad and the Long Island Railroad. The ready-to-run models will have finished interiors with lighting and will be capable of running off overhead wire if desired. An optional DCC sound decoder will be available. Complete details are available at [illegible]

Models on display at the **ExactRail** booth included their new Magor 4750 CF hopper, shown here in BN livery, a 60' [illegible], a Greenville 86' boxcar with [illegible] and new mold [illegible], and a new FMC 4000 cf high-side gondola shown below decorated for CNW. See our exclusive 360° Click-n-Spin of ExactRail's new 86' [illegible] on page 47.

Click on [illegible] to see MRH's exclusive interview at the National Train Show with ExactRail founder and CEO [illegible].

The latest from **Fos Scale Models** (fosscalemodels.com) is Wolfish Marine, an attractive HO scale waterfront structure with a footprint of 6" x 3.5". A unique detail of the craftsman kit is the large laser cut double doors at the front of the building. Other laser-cut features include clapboard walls, wood and clapboard roof sections, skylights, corrugated metal roofing, and rolled paper roofing. Additional items include Tichy plastic windows, detail metal castings, assembly templates, and instructions. Although designed as a boat repair house, the structure could easily be adapted to a small engine house. The limited edition kit is priced at $69.95.

Great Lakes Models (greatlakesmodels.com) has introduced etched-brass street details that includes manhole covers, storm sewer grates, and sewer inlets. The HO scale versions are patterned after real items located in Milwaukee – specifically at the intersection of West Duluth Avenue and South Massachusetts Avenue. The items, however, are generic and nearly identical to those used throughout the nation. A sheet of six sewer grates and inlets, or a sheet of eight manhole covers and rings sells for $3.95 each.

InterMountain Railway Company (intermountain-railway.com) demonstrated a pre-production sample of their forthcoming HO scale wide-cab SD40-2W diesel at the National Train Show. The test unit was authentically decorated like the Canadian National prototype.

InterMountain is currently booking reservations for several new HO scale models with delivery scheduled for February/March 2012. The items include a USRA gondola in six road numbers each for CB&Q, Southern Pacific, C&NW, Southern, Missouri Pacific, Michigan Central, Monon, and Pennsylvania. The ready-to-run cars have a list price of $31.95 each. Also Pacific Fruit Express class R-40-10 reefers in several schemes including PFE Overland herald, PFE double herald, PFE 1942 scheme, PFE black and white herald, PFE Express (green), WFE and Western Fruit Express. The cars have an MSRP of $32.95 each.

Milwaukee Road rib side boxcars are also scheduled to arrive in February/March. These will be decorated for Route of the Hiawatha, Route of the Hiawatha with original door, the late Milwaukee Road scheme with angled herald, and a late era version without a running board. The cars have a list price $31.95.

Jay-Bee Models has introduced precision metal wheelsets with built-in resistors to trigger signal and occupancy circuits. The HO scale turned-brass wheelsets come in 28-, 33- and 36-inch diameters, and are priced respectively at $25.00, $32.00, and $34.00 for a package of twelve. The wheelsets are available with various resistive ratings from [illegible] to [illegible] ohms per axle. Bulk pricing is also available. To order or for additional details contact Jim Bennett at [illegible]@yahoo.com or phone [illegible].

New products due from **Kadee Quality Products** (www.kadee.com) this month include a PS-2 covered hopper decorated as D&RGW #[illegible] in the 1957 as built light gray scheme. The ready-to-run HO scale model is priced at $42.95. Coming next month is a PS-1 50' boxcar with 10' doors decorated as Western Maryland #[illegible]. The car has a functioning cushion underframe and comes in the original 1964 as built red oxide paint. It is priced at $39.95.

Scheduled for delivery in October is a Western Pacific PS-1 40' boxcar with a 7' Youngstown door. The HO scale model will be decorated in the 1951 as built scheme with boxcar red paint. It will be priced at $33.95.

Kato USA (katousa.com) had good news for HO hobbyists, with information that it will release several 1:87 products in the upcoming year. The first HO scale release, due later this year, will be a series of General Electric's AC4400CW, the alternating current companion to the C44-9W "Dash 9". Decorating schemes for the ready-to-run AC4400CW will include Union Pacific "Building America" #5786, BNSF Heritage II #5622, and Canadian Pacific "Golden Beaver" #9606. Pricing was not firm at press time but is expected to be in the $180 to $190 range.

Neil Stanton, the engineer who developed the versatile and smooth-running Stanton power truck, demonstrated his latest idea in the **NorthWest Short Line** (nwsl.com) NTS display booth. Called The Stanton Radio-CAB System, Neil used a hand-held controller (called an S-CAB) to communicate, via radio signal, directly to a receiver, DCC decoder, and battery, all compactly installed in the model locomotive. No change is required to existing layout wiring be it DC or DCC. In fact, the system even works on non-powered track. If track power is available it can used to provide real-time battery charging to the onboard battery. Complete details and specifications are available at nwsl.com/scab.

Rapido's (rapidotrains.com) display booth at the National Train show was ably staffed by Bill Schneider and Don Garcia, both knowledgeable about trains, and their company's products.

Models like these included the latest version of Rapido's forthcoming 37' General American Transportation (GARX) wood side reefer. All renewed areas of the fine details upgraded since the preliminary test sample made its debut at the Cocoa Beach RPM meet in January. Rapido has developed a reputation for replicating car underframes as faithfully as the more visible features — and the GARX reefer promises to be no exception. Rapido is committed to making the model as accurate as possible, and expects to make additional adjustments in the tooling before releasing it for production. Jason Shron and his team are to be commended for allowing modelers to scrutinize their preproduction samples, and most importantly, for listening to constructive criticism with an open mind.

Road names scheduled for the initial release of the HO scale reefer include American Stores (built 1937, mid-late 1950's scheme), Dubuque (built 1937, mid-late 1950's scheme with large herald), Eagle Brew (1939 as delivered scheme), GARX - Refrigerator (1938 as delivered scheme), Hormel (1937 as delivered scheme), Hygrade's (built 1940, mid-late 1950's scheme), Kingan (1946 as delivered scheme with large herald), Morris Arbor (1940 as-delivered scheme), Oscar Mayer (built 1939, late 1940s scheme with large herald), Swift (built 1937 with 1938 scheme on red sides), Tobin Packing (built 1937 as delivered scheme) URTX - Refrigerator (built 1938 as delivered scheme), and undecorated. The reefer will have an MSRP of $38.95 each. Availability is expected late this year, but Rapido sets manufacturing quantities by reservation only, so interested modelers should place their reservations without delay.

See our exclusive 360° Click-n-Spin view of Rapido's new GARX reefer car on page [illegible].

Rapido's beautiful HO scale CP Canadian was on display along with handsomely decorated FP9A and F9B diesels. Although Rapido's booth was too small to operate the full-length Canadian, Don Garcia arranged to run the train on the Edmonton Society of Model Railroad Engineers' large modular layout late Sunday afternoon. The complete Canadian — all ten cars with an A-B-A lash-up at the point — looked magical as it glided its way through the layout's beautiful scenery.

[illegible] ([illegible]) is taking reservations for the firm's latest limited run kit. Named Keystone Mill, the craftsman style kit is based on a structure built in Pennsylvania in the late 1800s that is still in use today as a lumberyard. Among

The kit's many features are laser-cut sides using Northeastern lap siding wood and a stone foundation cast by Downtown Deco. The finished HO building has a footprint of 12" x 9". The HO scale kit is priced at $189.95. Please see our N scale report for an illustration of a finished model of the Keystone Mill.

Sidetrack Laser (sidetracklaser.com) unveiled its new Golden West Fruit Packing & Cold Storage complex at NTS. The HO scale kit is offered in two parts to spread out the cost as well as the construction time. The Fruit Packing section sells for $165.95, the Cold Storage section for $121.95. When purchased together, the cost is $269.95. Features of the complex include laser-cut structural components, resin detail parts, Grandt Line doors and windows, and a complete selection of appropriate graphics.

Smoky Mountain Model Works has a resin kit for an HO scale Southern Railway Pullman Standard "Silverside" aluminum gondola. Using drawings provided by the Southern Railway Historical Society, Jim King developed the patterns for the model using 3D CAD and rapid prototyping technology. The kit consists of a one-piece resin body casting, urethane underframe, hidden weight, and Kadee [illegible] whisker couplers. Additional details include Tichy AB brakes, drop grab irons, and trucks with Kadee 36" wheelsets. Silverside is available with vermilion (1960 original) or green (mid-1960s) decals. The craftsman-type kit is priced at $42.00 each. To order visit: smokymountainmodelworks.com/SR_silverside_gon.html

During this year's National Train Show, **Tangent Scale Models** (tangentscalemodels.com) announced the immediate availability of new HO scale Bethlehem Steel quad hoppers – with coal loads. Variations include Union Pacific H-100-18 (freight car red with large white Union Pacific on the sides and YCR trucks), Union Pacific H-100-19 (ACR with large white Union Pacific on the sides, and YCR trucks), Union Pacific H-100-18 (black body with yellow ends, and large white Union Pacific on the sides), Bessemer & Lake Erie (black body in six road numbers, plus unnumbered), Consolidated Coal FH-50 (in 12 road numbers, plus unnumbered), Illinois Central Gulf Centralia Quad (in six road numbers, plus unnumbered), Louisville & Nashville (black in six road numbers, plus unnumbered). All unnumbered models come with a decal set of assorted numbers in appropriate fonts. The ready-to-run models of the Bethlehem Steel quad hopper are $41.95 each with discounts available for quantity purchases.

PENNSYLVANIA

Tangent also announced the availability of its ACF 52' 6" welded 70-ton drop end gondola in seven new paint schemes plus two previously released versions with new numbers. In addition to the Pennsylvania Railroad G31B (shown here) (with early shadow Keystone in FCR with 1957 paint date in 12 numbers), the HO scale model is also available decorated for Conrail G31D (Conrail brown) in six numbers), Penn Central G31B (1971 green repaint scheme in six numbers), Sacramento Northern (1958 scheme with black body and yellow lettering in three numbers), Southern Pacific G-70-8 (1951 black scheme with white lettering in six numbers), Southern Pacific [illegible] (1953 FGR scheme with three numbers different from previous releases), Southern Pacific (Golfer scheme with 1966 repaint date in 12 numbers), Wabash (1952 black scheme with three numbers different from previous releases), and Western Pacific (original 1959 scheme with black body and yellow lettering in three numbers). Tangent's ready-to-run HO scale gondolas are equipped with 70-ton ASF A-3 Ride Control trucks with all metal wheels, and Kadee® couplers with cut bars. They are priced at $40.95 each with discounts available on quantity purchases.

Tangent will release its acclaimed Pullman-Standard PS-2CD 4000 covered hopper in several new road names. In addition to the CNW (CNW Ozark green repaint scheme with Employee Owned placard) shown here, Tangent also has the car decorated for [illegible], Topeka, and Santa Fe (original 1964 mineral red paint in six numbers), Great Western Railway RWHX (original 1962 gray scheme with Rocky Mountain logo in two numbers), Rock Island (1970s ROCK blue repaint, in two road numbers), and Rock Island (original 1962 gray scheme in two road numbers). The ready-to-run models come with Kadee® couplers, and 100-ton R-11 trucks with metal wheels. They are priced at $42.95 each with quantity discounts when purchased direct from Tangent. An undecorated kit is available for $35.95.

The Texas Western Model Railroad Club is selling a Pennsylvania X29 boxcar with shadow keystone herald. The model is based on a **Red Caboose** kit and features include a vertical brake shaft, flat plate end, PRR 2D-F8 trucks with InterMountain metal wheelsets, and Kadee® couplers. The HO scale model is available in six road numbers at $44.95 each plus shipping. To order visit [illegible].org or contact the Texas Western Club at [illegible].

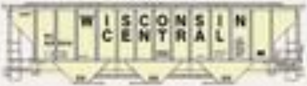
MRH Photo by Jeff Shultz

Walthers (www.walthers.com) had several new and future HO scale items on display in their NTS booth including early samples of the new El Capitan passenger cars. Of special interest was the preliminary engineering sample of a Pullman-Standard 65' coal gondola that has been economically designed to allow hobbyists to assemble an inexpensive unit train. The car is the introductory model in a new series of affordable products to be marketed as Walthers' "Mainline" series.

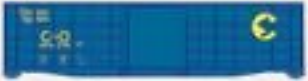
Click on [illegible] to see MRH's exclusive interview at the National Train Show with Walthers marketing VP Michael Stephens. You can also view our exclusive 360° Click-n-Spin view of Walthers' new Santa Fe high level [illegible] coach with drumhead on page [illegible].

Walthers has scheduled another release of its 85' [illegible] UP pass cars to arrive in late February 2012. The cars are decorated with Armour yellow and gray to match

Union Pacific "City" series passenger cars. Road number decals are supplied with the ready-to-run models. Additional details include factory-installed grab irons, and tinted windows. The release will include a baggage car, a 44-seat diner, a café lounge, and the baggage-dormitory car illustrated above. The cars will have an MSRP of $44.98 each.



Also due from Walthers next February are PS-2CD 4427 cf covered hoppers with roof trough hatches and center discharge gates. Special features of the Platinum Series cars include factory-installed grab irons and other details. In addition to the Wisconsin Central version shown here, the cars will also be available decorated for BNSF, Wisconsin & Southern, Canadian Pacific, VUPX, The Andersons, ADM, BNSF, and ATSF. The ready-to-run HO scale models will have a list price of $37.98 each.



Walthers has scheduled a February delivery date for the next run of its Pullman-Standard 50' waffle side boxcar. Decorating schemes will include Burlington Northern (Cascade green), and D&RGW (Action Road slogan on orange and black car body). Both cars will have Superior doors. Youngstown doors will be used on a CNW (boxcar red), and Chessie System/C&O cars shown here. The HO scale ready-to-run models will have an MSRP of $33.98.

N SCALE PRODUCT NEWS

Bachmann Trains (www.bachmanntrains.com) used the occasion of the National Train Show to announce it would begin shipping an N scale ALCo RS-3 diesel locomotive in early September. The ready-to-run model comes with a dual-mode NMRA compliant decoder and DCC installed for speed, direction and lighting. Mechanical features include eight-wheel drive and machined brass worm bearings. In addition to the PRR unit shown here, other roads will include Boston & Maine (maroon, yellow and black), D&RGW (yellow and black), Western Maryland (speed lettering, black and yellow), Southern (black and gray with Dulux gold), and New York Central (black with lightning stripe). The RS-3 will have an MSRP of $135.00.

Also scheduled to arrive from Bachmann in September is an ACF 50' 6" outside braced sliding door boxcar decorated for Red River, Middletown & New Jersey, Raritan, Providence & Worcester, Chattahoochee, and Burlington Northern. The N scale car has a list price of $18.95.

BLMA (www.blmamodels.com) showed preliminary samples of new road names for its N scale ACF 70-ton 52' gondola. They included Conrail, Southern Pacific, Western Pacific, WCL, and Pennsylvania Railroad. The cars ride on 70-ton roller bearing trucks with 33" metal wheels. Craig Martial noted that in response to customer suggestions, the tooling has been modified to minimize the protrusion of the coupler beyond the end sill. The change allows for broader curve radius and closer coupling.

Also featured in the BLMA booth were preliminary samples of the third release of the 89' F89-J flat car. N scale versions of the 1970s-era yellow TTX cars are due to arrive in the 4th quarter of 2012. Click on [illegible] to see MRN's exclusive interview at the National Train Show with BLMA founder and CEO Craig Martin.

InterMountain Railway Company ([illegible]) is currently booking reservations for an N scale USRA gondola with delivery scheduled for February/March 2013. The cars will come in six road numbers each for CB&Q, Southern Pacific, CB&NK, Southern, Missouri Pacific, Michigan Central, Monon, and Pennsylvania. The ready-to-run N scale models have a list price of $21.95 each.

Kato USA ([illegible]) plans to deliver its N scale [illegible] diesel this December decorated in the crimson and cream scheme of the Indiana Rail Road, as well as the more familiar liveries of Union Pacific and Canadian Pacific. The UP and CP units will come in two road numbers. Prices were not firm at press time but are expected to be in the $110 to $120 range. Reservations are due August 30, 2012.

In collaboration with custom model builder Charlie Hopkins, Kato USA is offering customized versions of its N scale GE ES44AC "Gevo." The models will have several enhanced details painted on, such as stripes on the steps, white-painted safety railings on both the front and back of the locomotive, painted coupler cut bars, clear windows, and detailed fuel tanks. They will be priced at $180 with delivery expected in late September. For more information visit [illegible]

RSLaserKits ([illegible]) is taking reservations for an N scale craftsman kit for Keystone Mill. The craftsman style kit is based on a structure built in Pennsylvania in the late 1800s that is still in use as a lumberyard. Among the kit's many features are laser-cut sides using Northeastern tap siding wood and a stone foundation cast by Monroe. The finished N scale building has a footprint of 6.5" x 3.5". The kit is priced at $49.95.

SoundTraxx® ([illegible]) has a new system called SurroundTraxx that uses multiple speakers to provide realistic sound for N scale and small narrow gauge equipment. There are no speakers or other sound-related components in the locomotive. The system uses multiple audio speakers strategically placed around the layout. Using digital signal processing (DSP) technology in conjunction with block detection techniques, SurroundTraxx reproduces the sound made by each train on the layout and directs the sound to the speaker closest to the train's location. As a train moves along the tracks, SurroundTrax makes continuous adjustment to the sound level of each speaker so that the sound appears to follow the train. Using a cross-fade algorithm that factors in train speed, direction and distance between speakers, the sound is switched smoothly from speaker to speaker. Click on [illegible] to see MRH's exclusive interview at the National Train Show with SoundTraxx sales manager Jennifer Ireland.

Trainworx ([illegible]) has N scale 60'6" High-Cube eight-door auto-parts boxcars in several new paint schemes including CB&Q, C&NW, GTW, Norfolk Southern, and Penn Central. Visit the above web site for details on subtle variations in the paint schemes and road numbers available.

NEW DECALS, SIGNS AND FINISHING PRODUCTS

Traction specialist, **CustomTraxx** ([illegible]), has released an HO scale decal set (CN 069) for Philadelphia & West Chester Traction Company and Philadelphia Suburban Transportation Company. The lettering set can be used to accurately decorate either the 1914-built Jewett 60-64 series interurban resin shells available from [illegible], or the 1925-1926-built 45-78 series center-door interurban resin shell kits available from [illegible]. Item CN-069 has a list price of $17.95.

The newest decal sets from **Jerry Glow** ([illegible]) include an Amtrak 27' [illegible] in both the early lettering scheme or with the revised logo. A different style is also available. Other new decals include a Charleston & Western Carolina steel rebuild of a USRA double sheathed boxcar. Jerry's decals are available in all scales. Visit the above web site for pricing and ordering instructions.

Microscale ([illegible]) has released eight new decal sets that cover the life of Amtrak locomotives. Set -330 covers Amtrak Phase I (1971-1975) E-8, SDP40F and P30 locomotives. Set -421 Amtrak Phase II SDP40F, F40PH, and P42 locomotives. Set -424 covers Amtrak Phase III (1980-1990) F40PH Anniversary locomotives. Set -362 covers Amtrak Phase III (1980-1990) F40CH, P32, SDP40F and P42 locomotives. The lettering sets are priced at $5.75 for N scale (add 60- as a prefix to the part number), and $7.00 for the HO sets (add 87- as a prefix). Coming next month are new sets for Great Northern Big Sky freight cars, and white Southern Pacific Fruit Express reefers.

Mount Vernon Shops ([illegible]) has HO scale decals for pre-war Pennsylvania Railroad class GLa and big Circle Keystone hopper cars. Set HO-GLA will letter up to eight cars. Also new is a large decal set for four gray war carbon black covered hoppers including Sphereon, J.M. Huber, United Carbon, and [illegible]. Both sets are priced at $9.00 each.

Disclaimer

[illegible]

About our news and events editor

Richard Bale writes our news columns under the byline of The Old Yardmaster. He has been writing about the model railroad trade for various hobby publications since the 1960s.

He enjoys building models, particularly structures, some of which appeared in the late 20th issue of *Model Railroader* magazine.

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The Tall Steel Viaduct

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CVP PRODUCTS

BY ERIC POWELL

Where the steel hits the road

The Federal Railroad Administration works to make at-grade crossings smarter and safer

Intelligent Grade Crossings will warn motorists and trains that approach a crossing. [illegible]

[illegible]

KATO

The "Southern Belle"

Proud Heritage
of the Kansas City Southern

The *Kansas City Southern "Southern Belle"* paint scheme is a homage to the KCS's passenger train which bore the same name in the 1940's and 50's - tapering sharp, distinctive bands of red, yellow, and silver colors atop a base of dark brunswick green. This paint scheme was re-introduced by the KCS to its modern freight equipment in early *2007, and celebrates the proud heritage of what is one of the* countries' oldest class one railroads still in operation today.

The KCS "Southern Belle" is available now in hobby shops alongside the re-released George Bush and D&RGW Heritage SD70ACe's!

Item #	Description	MSRP
[illegible]	N EMD SD70ACe UP (D&RGW Heritage) #1989	[illegible]
[illegible]	N EMD SD70ACe George Bush #4141	[illegible]
[illegible]	N EMD SD70ACe BNSF "Swoosh" #[illegible]	[illegible]
[illegible]	N EMD SD70ACe BNSF "Swoosh" #[illegible]	[illegible]
[illegible]	N EMD SD70ACe CSX #[illegible]	[illegible]
[illegible]	N EMD SD70ACe UP "Flag" #[illegible]	[illegible]
[illegible]	N EMD SD70ACe UP "Flag" #[illegible]	[illegible]
[illegible]	N EMD SD70ACe KCS "Southern Belle" #[illegible]	[illegible]
[illegible]	N EMD SD70ACe KCS "Southern Belle" #[illegible]	[illegible]

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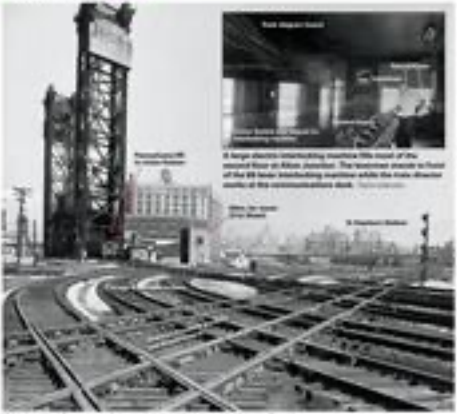
[illegible]	**N-M1 Basic Oval Track Set** [illegible]	[illegible] MSRP
[illegible]	**N Mixed Freight Train Set** [illegible]	[illegible] MSRP

KATO U.S.A., Inc 100 Remington Road Schaumburg, IL 60173 www.katousa.com/N/SD70ACe/



A large electric interlocking machine fills most of the second floor at Alton Junction. The leverman stands in front of the 85-lever interlocking machine while the train director works at the communications desk.

Chicago's Alton Tower was a busy place in the 1950s. Here the Atchison, Topeka & Santa Fe and Illinois Central routes cross the Pennsylvania into Union Station and the Chicago & Western Indiana tracks used by the Chicago & Eastern Illinois, Erie, Grand Trunk Western, Monon, and Wabash to access Dearborn Station.

The interlocking tower, railroading's traffic light

Manned interlocking towers once guarded track intersections where railroads crossed at grade. These structures came in many sizes ranging from a simple ground-level office housing an interlocking machine for a pair of single track lines to large masonry structures that served huge junctions like the one shown here in downtown Chicago.

The Association of American Railroads' Standard Code of Operating Rules adopted in [illegible] defines an interlocking as "An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect. It may be operated manually or automatically."

An interlocking machine was the heart of any interlocking tower. This machine controlled switches and signals with a mechanism that prevented an operator from authorizing conflicting train movements.

Mechanical machines used tall levers mounted on the tower floor. Nicknamed "Armstrong interlockings," it took a fair amount of strength to unlock and move the levers and the mechanical rods (pipelines) that actuated the switches and signals. As World War I ended, electrical interlocking machines came along that were easier to operate and maintain, especially in cold weather. The electrified versions could also control an interlocking that extended farther than the tower.

Jim Hediger

Moving trains. The man who operated an interlocking tower was called a towerman, but this job was often combined with an operator's position so he could copy and deliver train orders. Larger interlockings at urban terminals often employed several levermen supervised by either a lead leverman or a train director.

A track diagram was normally hung from the ceiling. As a train approached the tower, it actuated an occupancy light and an annunciator bell to call attention to its arrival. Freight trains moved through the plant on a first-come, first-served basis, but first class trains normally had precedence. Large interlocking rigs could handle several trains at a time as long as their routes didn't conflict.

The supervisor communicated with all of the railroads and served as the tower's go-between, calling out the route for the next train. Then the leverman would align that route and clear the appropriate signal. If any route lever was out of position, the interlocking machine would lock out the signal lever so it couldn't be moved until everything else was properly aligned and locked.

Once the signal lever was pulled, the interlocking machine "locked-up" that route to display a signal to proceed until the train passed. After the train cleared all of the track circuits in its route, the interlocking released the locks.

If necessary, the cleared signal could be "knocked down" to stop a train, but this brought a safety timing circuit into play. Each signal circuit was protected with a timer that was set at an interval equivalent to the fastest train's normal stopping distance (typically 2 to 5 minutes). The leverman had to "wind the clock," and wait while the timer ran through its cycle. Meanwhile, the previously cleared route remained locked so none of the levers could be moved in case the oncoming train couldn't stop short of the interlocking. After the time expired, everything unlocked and normal operation resumed.

Even so, the tower department job was to keep all of the tower's trains moving without delay. – Jim Hediger, senior editor

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Send your questions about prototype railroading to Information Desk, Model Railroader magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail [illegible]. We regret we can't answer all the questions we receive.

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» National Train Day draws crowds across U.S.

National Train Day [illegible]

[illegible]

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BY JOSEPH M. CALISI

Big machines aid New York rail link

Long Island Rail Road advances the largest transportation construction project in the country

[illegible]

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What's left to do?

- [illegible]
- [illegible]
- [illegible]
- [illegible]
- [illegible]

NJ Transit debuts dual-powered loco

[illegible]

TRANS-SIBERIAN
RAILWAY TOURS
[illegible]

[illegible]

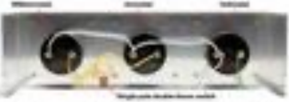
Build a set of meters for your workbench

Model Railroader's DC meter box includes a voltmeter, an ammeter, and a milliammeter to measure locomotive current use.

[illegible]

I built this set of meters [illegible]

[illegible]



[illegible]

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Diesel shop size

[illegible]

The Walthers diesel shop [illegible]

[illegible]

The Walthers diesel shop accommodates three inside tracks and includes a well-detailed interior. It would be a good candidate for interior lighting and superdetailing of its work areas.

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WORKSHOP TIPS

Wood stains

Free sample packets of stain provide a wide variety of finish colors that author Bruce Petty uses on his HO scale flatcars and wood structures.

It doesn't take much stain to finish the [illegible] deck on a flatcar or a freight platform, so I've been using free sample packs of wood stain for these projects. [illegible]

The flatcar deck shown in the photo below was stained with [illegible] from a sample pack, and then [illegible] boards that represent planks that have been replaced more recently.

[illegible]

[illegible] *Bruce Petty,* [illegible]

Wood flatcar decks take a beating in service and they're often treated with a preservative. [illegible]

Workshop Tips [illegible] Model Railroader magazine, P.O. Box [illegible], Waukesha, WI [illegible] [illegible]

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STEP BY STEP

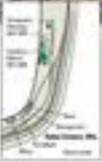
Model an LP gas plant on a curve

Cody Grivno used a story in the March 1988 issue of Model Railroader as inspiration for the propane plant on the Milwaukee, Racine & Troy. Photos by [illegible]

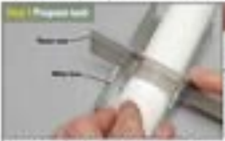
[illegible] on our HO scale Milwaukee, Racine & Troy has been a hub of activity recently. In the February and March 2017 issues, I [illegible] how I added a scrapyard and [illegible], respectively. To complete the [illegible] I installed an industry for the curved siding left of the scrapyard. There is only 4½" space between the track and the backdrop, somewhat limiting my options. After kicking around some ideas, I decided a compact [illegible] propane (LP) gas plant would be a perfect fit.

The inspiration for this industry came from an article by [illegible] in the March 1988 Model Railroader. The article included scale drawings of a propane complex in [illegible], N.Y., that had both storage tanks and a retail outlet for bottled gas.

While the LP gas plant looks simple, it makes up for it in detail. Unlike many industries, most of the activity here happens in plain sight, giving you the opportunity to model a scene that will get the attention of visitors and operators.



Step 1 Propane tank



I found a tank from the Walthers propane [illegible] (no. 933-3125, out of production). Plastruct offers a propane storage tank that could be used instead.

First, I removed [illegible] from the tank using a razor saw with 52 teeth per inch and a miter box. I made the cuts along the molded weld seams.

Raised panel line decals Archer Fine Transfers no. AR88012

When reassembling the tank, I used [illegible] and sanding sticks to make the seams between the tank halves less visible. Unfortunately, in the process I removed portions of the molded weld seams.

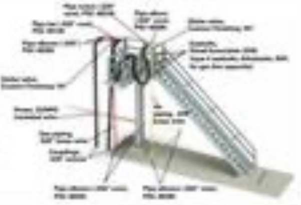
I replaced the seams with Archer Fine Transfers raised panel line decals (AR88012). I got as close as I could to the panel lines to eliminate excess decal film.

After applying the [illegible], I sprayed the tank with Polly Scale Light Undercoat Gray to ensure the final colors would cover evenly. I used an airbrush to paint the tank light blue. It's a mix of Great Northern Big Sky Blue, [illegible] White and [illegible] Boston & Maine Blue.

Step 1 Tank car riser

I used a tank car riser that I had left over from Walthers North American Ethanol project kit (No. [illegible]). Since I only needed the two unloaders, I removed the portions of the tower for the pump house and motor. Plastruct's small yard office kit [illegible] serves as the pump house.

After assembling the riser per the kit's instructions, I added the air [illegible] and gas [illegible] pipes using brass wire and assorted valves, tees, elbows, and unions from Precision Scale Co. (PSC) and Custom Finishing. I used the [illegible] valves and elbows for the lines between the storage tank and pump house.



Step 2 Building the office

I built the office following plans in the March [illegible] issue of Model Railroader. I made photocopies of the scale drawings that accompanied the story. After cutting the four walls, I used double-sided tape to attach the drawings to .[illegible]" plain styrene sheet. I cut the styrene with a fresh no. 11 blade, using a steel rule to guide the cuts.

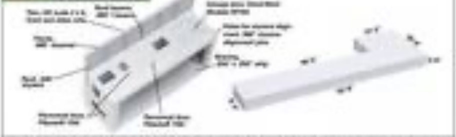
Next, I [illegible] drill an opening in each window. Then I cut the styrene using a nibbler, available from Micro-Mark and other suppliers. The nibbler is a hand tool that cuts small bites out of styrene up to [illegible] thick (or thinner sheet metal). I used square and flat jeweler's files to smooth the edges.

Holes drilled in .[illegible]" plain styrene

[illegible] I laminated HO scale concrete block sheet from [illegible] to the .[illegible]" styrene with liquid plastic cement. I drilled holes in the back of the plain styrene so I could apply the cement from behind, minimizing the risk of damaging the concrete block detail.

I let the liquid plastic cement cure overnight before cutting the door and window openings in the concrete block sheets with a no. 11 blade. I used the openings in the .[illegible]" styrene as a guide for the cuts. I again used jeweler's files to smooth the edges of the openings.

[illegible]



[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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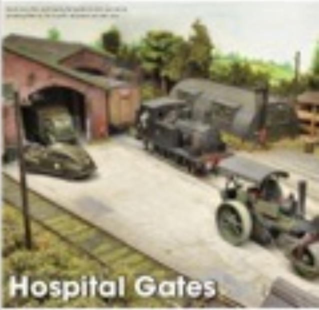


[illegible]

Hospital Gates

Neil Ripley of **The East Riding Finescale Group** describes their new O gauge layout based on the Whittingham Hospital Railway. Photography by **Tony Wright**

[illegible]

[illegible]

[illegible]

[illegible]

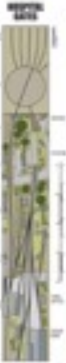
[illegible]

[illegible]

[illegible]

[illegible]

Track Plan


HOSPITAL GATES

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

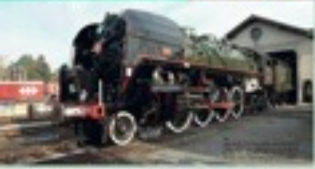
[illegible]

ON LOCATION

[illegible]

141 R 1244

[illegible]



[illegible]

[illegible]

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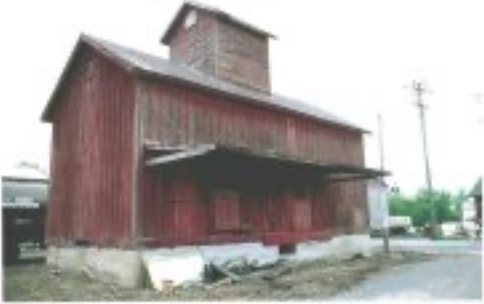
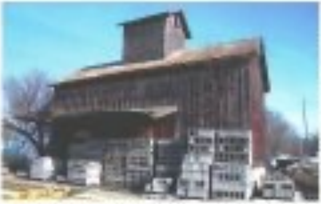


This small building, is located in Lakeville, New York, at the end of [illegible]. It was [illegible] a small industry for my layout [illegible] at the building that I had measured and photographed in 197[illegible]. At that time the [illegible] closed and the building boarded. The siding was (and still is) served by the [illegible] Lakeville Railroad. Lakeville, a small community located at the north end of Conesus Lake, presently serves as the railroad's main office and engine terminal.

[illegible] found that the building had served many purposes and gone through many appearances. [illegible] company where [illegible] the neighboring farms, packaged them, and [illegible]. Before that (and prior to the time I measured it) the building was a feed company that had a platform on the west side [illegible] rail connection. When rail service was [illegible]

Above: [illegible]

Below: [illegible]



Above: Forty-three years later, the [illegible] has been removed, some of the cupola's [illegible] siding and the building is [illegible] heavily weathered. The material [illegible] in Livonia [illegible] — Ronald [illegible] photo

Above: In 1975, the building's board and batten siding [illegible] color was [illegible] [illegible] the building [illegible]

proceeded, the platform was removed and truck-trailable entrance. In 1973, as today, the canopy that covered the platform remains, although it is worn and deserted.

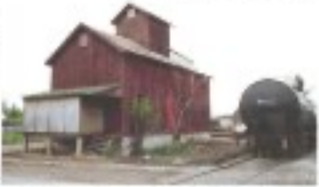
Trucks were served by a small dock on the east where a rectangular chute emerged from the cupola for loading of bulk material. Previously was a small attached shed on the south whose site had been enlarged to the 1975 appearance.

While I was not able to get inside, I have been told that the roof's cupola-covered storage bins for 80% of the building was constructed with construction material.

Note the weathering that has taken place in 37 years. The red color has faded to a grey-black, yet the roof's overhang has protected the color high up on the walls as well as under the canopy. The red paint still remains where the south addition has been removed in recent years. The metal roof, while still intact, is moderately rusted.

Modeling the Building

The model can easily be built using commercially available board and batten siding and shiplap siding for the cupola. I suggest basswood, especially if you intend to weather it. Paint both sides to minimize the possibility of warping. A light sanding with a wire brush could provide nice finishing. A dull red color would be best.



Right: The canopy's roof is a simple structure with the metal roofing material [illegible] the underside is [illegible]

Metal roofing material for the building proper, the cupola, and the canopy is available. Evans/Model Master has a steel color that should be fine for this purpose. Apply the rusting with powdered chalks. The switch addition had an paper roofing. Note the foundation is poured concrete. Use Floquil® Aged Concrete color here. Since there is very little grain in the concrete, plastic could be used.

While not exact replicas, Tichy window castings used in 1975. Tichy No. 8023 for the double hung windows and No. 8022 for the single sash. The hinged door castings Tichy No. 8083.

Livonia, Avon & Lakeville Railroad

The present-day LA&L Railroad was incorporated in 1964 after the Erie-Lackawanna's proposed abandonment of its Livonia-Caledonia spur. Passenger excursions were run from Livonia using steam power. Freight car traffic was material used the Western New York Syrup & Sugar Corp. opened a new plant in Lakeville and employed LA&L as its [illegible] carrier.

At first, tourist passenger service using a 2-8-2 steam engine, No. 17, originated at Livonia. A GE 44-ton diesel locomotive [illegible] its freight. In 1969 the 2-8-2 was replaced with a 2-8-0, No. 38. The first of many diesels, an RS-1 became the motive power in 1972. Steam operations ceased in 1973. Passenger runs stopped in 1977.

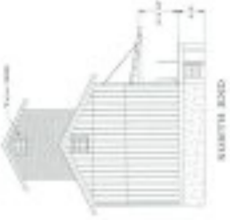
The summer of 1983 brought the opening of [illegible] new plant in Lakeville and car loadings increased to more than 1,700 annually. The railroad has now expanded to serve Kraft Foods, Archer Daniels Midland, Cargill and Probst in Lakeville, [illegible] a permanent [illegible] to [illegible].

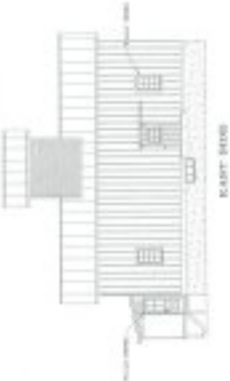
Today, it is not uncommon to see the railroad's [illegible] pulling two [illegible] of dry [illegible] hoppers with grains or sugar [illegible] pulled to CSX at Genesee Junction south of Rochester.

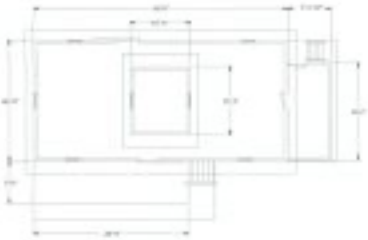
Feed Companies

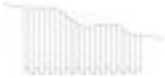
The following information came from Raymond Bernard, who worked at a feed company in his youth.

"The feed companies mixed and supplied feed for various livestock on farms. Cattle feed was packed in burlap bags which were used over and over again. Chicken feed and hog mash was sold also. Bushels of grain were received, as well as grains from the farmers. Many farmers would bring in truck loads of corn, oats and wheat to be mixed with other grains to the farmer's specifications. This was done while the farmer waited."

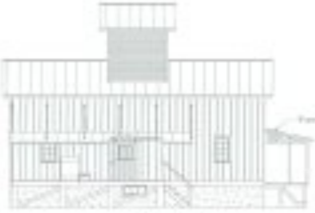




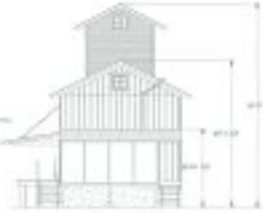




Metal Roofing, Typical for building, cupola and awning. [illegible]



WEST SIDE



SOUTH END

[illegible] shows some of the techniques for highly detailed and realistic scene modelling
Photographs by the author

Cement – from foam

The first in a series on the use of foamboard as a modelling material

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible]

Set Your Sights a Little Higher

article and photos by [illegible]

One quick look at the history of model railroads and you'll instantly notice one thing: As the years progressed, track levels got higher and higher. Today, having a layout (or a level of a multi-deck layout) that's chest height, shoulder height, or even taller isn't that uncommon.

But funny thing: If you look at the history of camera tripods, you'll see that they basically stayed the same height.

And that's a problem for someone like me who enjoys taking model photos as a "hobby within the hobby." Taking shots that have a large depth of field means using higher f/-stops (smaller apertures) and longer exposure times. And that makes a tripod an absolute necessity.

So the problem becomes getting the camera up to layout height.

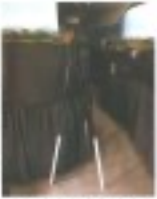
Over the years I've tried all kinds of apparatus to compensate. I propped the tripod up on an old milk crate for a while, until one of the tripod legs slipped into a hole and bent itself beyond use. I put on [illegible] and mounted the camera on the bracket. I even went so far as to consider building a [illegible] tripod that would fit on the "point shelf" of a stepladder.

The problem with most of these "solutions" was that moving the camera was a pain. Backing it up six inches or shifting it one foot to the left was a major ordeal that involved the [illegible] and re-assembly of the whole mess.

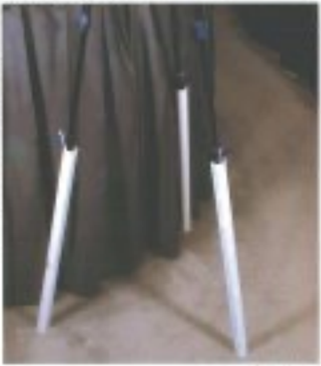
But a simple, workable solution presented itself one evening in the form of a 1-inch inside diameter PVC pipe I had left over from [illegible] project. The bottom section of my tripod's legs fit perfectly inside, and their nested-leg ends rested securely atop the PVC. With this solution found, I cut three 24-inch lengths of pipe with a hacksaw and thought I was back in business... until I tried lifting the tripod to move it and the PVC extension legs fell off.

Wanting a low-tech solution, but thinking that duct tape was just a little too "Red Green," I decided on a plastic wire tie (although a loop of string would probably have worked just as well). I drilled a hole into the PVC and looped a wire tie through it and over the nested-leg [illegible] tripod, making it loose enough to slip off when I wanted, but tight enough so that I could lift and move the tripod without pulling "pieces" free.

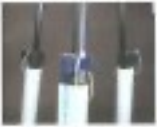
Problem fixed! Now my camera can reach new heights, even if my photography doesn't! ■



Above and Right: [illegible]



Below: Plastic wire ties looped through a hole in the PVC [illegible] The leg locks themselves keep the legs from sliding [illegible] into the pipe.



The Log Unloading Platform, Steam Donkey, and Tool Shed

Upgrading a SierraWest Log Unloading Platform

[illegible]

The unloading platform was built per the instructions in the SierraWest [illegible] Mills at Deer Creek kit, except for the changes listed below: [illegible]

The [illegible]

I would suggest the following improvements when building the SierraWest kit or a log unloading platform: (1) [illegible]

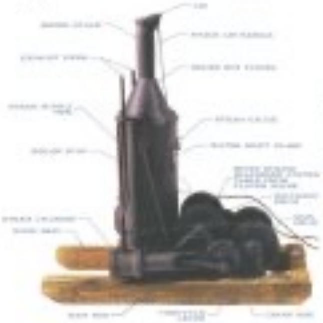
See more of [illegible]

[illegible]

[illegible]

[illegible]

Upgraded Steam Donkey

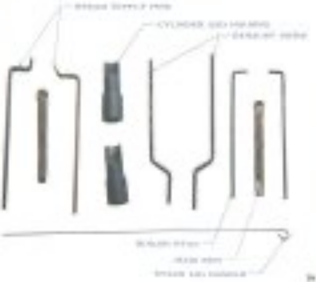


Donkey Definition: [illegible] plus drums to hold wire rope, [illegible] to haul logs from the woods, [illegible] at landings, [illegible]. Donkey was [illegible] applied to a little steam engine of less than ten horsepower.

[illegible]

[illegible]

[illegible]



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- ✓ [illegible]
- ✓ [illegible]
- ✓ [illegible]

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- [illegible]
- [illegible]
- [illegible]

[illegible]

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[illegible]

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A junction town

1 [illegible]

Part 1: An Austrian modeler makes his own slice of railroading in the United States

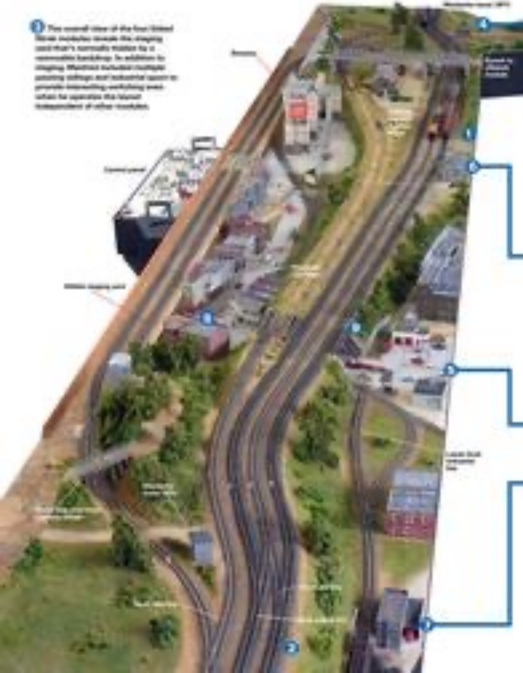
on four Ntrak modules

[illegible]

By [illegible] • [illegible]

[illegible]

③ The overall view of the four linked [illegible] modules reveals the staging yard that's normally hidden by a removable backdrop. In addition to staging, [illegible] included multiple passing sidings and industrial spurs to provide interesting switching even when he operates the layout independent of other modules.



④ Before assembling this intricate array of crisscrossing routes at [illegible] Junction, Manfred first drafted the plan on paper and test fit the arrangements using pushpins to temporarily hold the code 80 flextrack in place.

The layout at a glance

Name: [illegible] Junction
Scale: N (1:160)
Size: [illegible]
Theme: Freelanced
Locale: western United States
Era: 1950s to contemporary
Style: Ntrak modules
Mainline run: [illegible]
Minimum radius: [illegible]
Minimum turnout: No. 6
Maximum grade: 2 percent
Benchwork: open grid
Height: 40"
Roadbed: cork
Track: [illegible] code 80 flextrack
Scenery: foam board or [illegible] cardboard with glue-soaked paper
Backdrop: plywood
Control: cab control

⑤ A maintenance-of-way train makes its way east on Ntrak main line, while a local switcher works along the street trackage Manfred added to maintain switching that doesn't interfere with other layout operations.

⑥ Manfred constructed his layout to include two tiers of trackwork. In this scene, the Ntrak main lines and the small station are on the higher tier, while the industrial line and associated structures are located on the lower level.

⑦ Even on a modular layout packed tightly with track, Manfred found a way to include interesting industries, such as the [illegible] coal dealer along the front of the lower level. In addition to the industries, you'll also find areas of rural scenery that represent locations in the midwestern and western United States that he's visited.

A Union Pacific [illegible]

Track running in a street [illegible]

[illegible]

[illegible]

[illegible]

Module construction

[illegible]

[illegible]

[illegible]

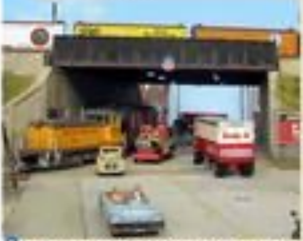
Behind the scenes

[illegible]

[illegible]

[illegible]

Underpass lighting



Instead of working with oversized station fixtures, Manfred used lamp holders from Brawa street lights. To improve illumination, he applied silver paint inside the holders.

Rather than using miniature incandescent bulbs, which aren't very resistant to the rough handling modules tend to receive, Manfred installed micro LEDs.

To reach key industries at the end of the lower-level industrial line, the Union Pacific switcher must first traverse the three RhB main lines via a railroad underpass. Before installing the RhB lines, Manfred added six light-emitting diodes along the underside of the girder bridge to help illuminate the way for vehicles passing through the underpass.

Scenery insights

With so much trackwork visible on a modular layout, I've found it's especially important to model the right of way with great care. Although I didn't find it necessary to match the ballast to a color found on a particular railroad, I did want the ballast to resemble what I'd seen in the Western United States.

For Waukesha Junction I used screened, sharply fragmented ballast from a gravel supplier, corresponding closely to Woodland Scenics no. B75 [illegible] fine mix. To apply ballast, I first [illegible] the stone and then push it into place with a paintbrush. Once everything is in position, I use typical mix of 1 part glue to 3 parts tap water, plus a drop of liquid dish soap, to set the ballast.

After securing the ballast and cleaning the rails, I also added weathering effects along the rights-of-way. For track ties I use an airbrush to apply Floquil Roof Brown blended with Railroad Tie Brown. I highlight ties with a light spray of Floquil Weathered Black or Grimy Black paint. After applying this final finish, I use an abrasive rubber block to clean the railheads.

My fictional Waukesha Junction is situated somewhere between the southwestern plains and rugged western mountain terrain. No rock outcroppings stand out in the landscape, but small hills map [illegible] the terrain.

To cover these land forms, I first apply a covering coat of basic earth [illegible] paint. After allowing the paint to dry, I coat the landscape with diluted white glue and apply a base texture such as Woodland Scenics blend or [illegible] ground covers. Where stones and rubble are appropriate, I also place them into the white glue before adding coarse vegetation.

For vegetation, I primarily use pale green ground foam materials from Woodland Scenics, Noch, and Heki. Although the color of commercial scenery material can vary widely between manufacturers, this variation helped me achieve more natural-looking transitions.

In the second installment of this two-part feature, I'll share additional insights on constructing the modules' crossings, the hidden staging yard, and the layout's four-line [illegible] one of three standard RhB main lines to the single-track [illegible] of a [illegible] module.

Meet Manfred Neumeister

Manfred is devoted enthusiast of RhB and a participant in Austrian model railroad shows. His other interests include traveling, reading, cooking, and outdoor [illegible]. Manfred is employed as a communications engineer. He and his wife, Regina, and children, Daniela and Michael, live in Vorarlberg, Austria.

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Railway of the Month

The Parkside & Hale Railway

A substantial garden railway system

[illegible] was captivated by Gauge 3 following a change of [illegible] [illegible] Garden Railway Association. His layout occupies a [illegible] part of his extensive garden.

[illegible]

[illegible]

[illegible]

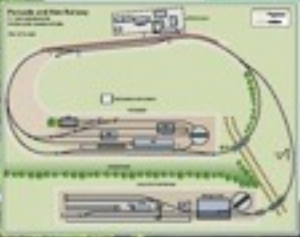
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Settle & Carlisle Salute

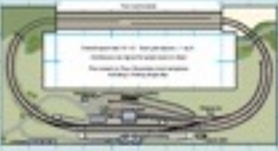
Modelling this magnificent main line in a home environment

[illegible]

[illegible]

A good section

[illegible]



[illegible]

[illegible]

[illegible]

A Victorian crossing keeper's cabin

[illegible]

[illegible]

[illegible]

[illegible]

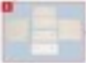
[illegible]

[illegible]

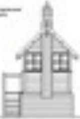
[illegible]

[illegible]

[illegible]



[illegible]



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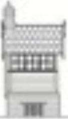


[illegible]

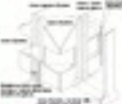
[illegible]

[illegible]

1

2

[illegible]



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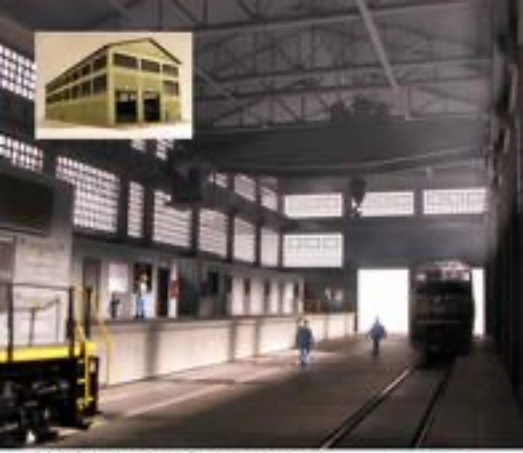
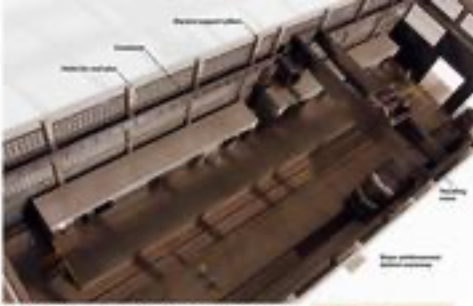


A Norfolk Southern diesel pulls into Jim Richards' HO scale diesel shop. Jim's enginehouse won first place in our Trackside Structure Kitbash Contest. In part 2 of this article, Jim covers the building's interior, painting, and final assembly.

Build a DIESEL SHOP

Part 2: Interior, details, and finishing for a prize-winning model

By Jim Richards • Photos by the author



[illegible]

2011 Structure Kitbashing Contest

[illegible]

[illegible]

Traveling crane

[illegible]

Work platform

[illegible]

[illegible]

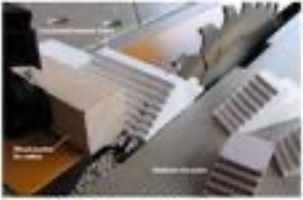


Fig. 2 Stacked stairs. Jim laminated a stack of .080" styrene to make stairs, which he then cut to the width he needed on a table saw.

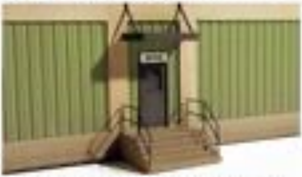
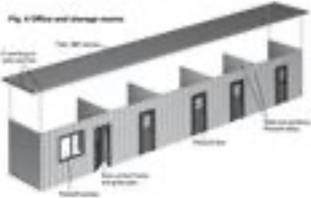


Fig. 3 Wire railings. Happier with his brass wire railings than the molded ones in the Walthers kit, Jim soldered a set for the building's entrance.

Fig. 4 Office and storage rooms



corrugated-metal siding, doors and windows. I followed the plan shown in **Fig. 4**, making ten such enclosures, one to either side of the central stairs door. I cut the doors away from their moldings so I could position them standing open. The roofs are .080" styrene. I didn't glue any of this in place until after painting.

Filling and painting

I took the superstructure inside and lightly sprayed on a coat of gray auto primer. This brought out all the small imperfections, which I filled with modeling putty. After the putty dried, I sanded it smooth and then sprayed the parts with a second coat of primer. I sanded the primer coat lightly with 400 grit, then airbrushed the parts with two coats of Polly Scale Concrete and random highlights of Aged Concrete. The resulting color looked too stark to my eye, so I oversprayed the entire building with a mist of SP Lettering Gray.

I used double-sided tape to stick down the windows, doors, door trim, exterior handrails, and their canopy, then air-brushed them with Polly Scale Grimy Black. Next I sprayed all the sheet-metal wall panels (which you'll recall I hadn't glued in place yet) with a custom mixed color similar to British Columbia Ry. Green. When dry, I protected the panels with a spray of Polly Scale Satin Finish.

The dock and tie-up roof is also a basic metal color and it also got a coat of Satin Finish after painting. I sprayed the under-roof Grimy Black, then after that dried, I masked it so I could spray the there-metal gables the custom green.

I airbrushed the shop floor and the truck platform with variegated coats of Concrete, Sand, and SP Lettering Gray. Then I weathered the concrete by randomly blotting on diluted Grimy Black with the corner of a sponge. (I put a dab of paint next to a pool of water on a plastic coffee can lid, so I could vary the dilution by dabbing the sponge into one medium or the other.)

When I was happy with the grungy floor, I sprayed it with Satin Finish, then masked and brush painted the safety stripes with diluted Reefer Yellow. I dulled the stripes up a bit too, and then

Materials list

For a complete list of materials used in this project, please see part 1 of this article in the July 2011 issue of *Model Railroader*.

[illegible] in place with another coat of [illegible].

Prompted by a photo of the Algoma Central, one of the inspirations for my Athabaska, I sprayed the [illegible] a variety of colors – SP Lettering Gray, Grimy Black, even splotches of green and red. It sounds odd but [illegible] it works.

I sprayed the interior Sandstone Rail Box Yellow. The office/storage structure received a coat of SP Lettering Gray.

Final assembly and details

Now I could finally install all those pre-cut and pre-painted sheet metal panels, as I'm doing in **Fig. 5**. After cutting back the window castings' interior [illegible] to clear the [illegible], I reinstalled the windows in place where they [illegible]. I then glued the [illegible] in place on the outside walls.

I made up the signs by typing them in Microsoft Word, then printing them. I [illegible] some of the smaller signs on a copier, used spray adhesive to stick them to .005" styrene, and then cut them out with sharp scissors. I found that cutting them out with a hobby knife caused curling on either side of the cut; the scissors gave a much cleaner edge. In addition to the large "Athabaska Diesel Service" signs for the exterior, I made a number of smaller signs such as numbers for the doors/bays, "Employees Only," "Office," and the like.

To decorate the office walls, I made [illegible] and [illegible], drafting them full page size with various [illegible] (such as "[illegible]"), then shrinking them down on the copier. Even though they aren't legible at this size, they look pretty realistic. See **Fig. 6**.

While keeping interior detail to a minimum, I did hang a few fire extinguishers, scratchbuilt from red sprue and .010" brass wire. I connected the office structure to the platforms, added the [illegible] in **Fig. 7**, and glued the assembly to the shop floor. Finally I added [illegible] Preiser and Merten figures and glued on the building's [illegible], then attached the roof. The building was now nearly complete.

Weather or not

The diesel shop is painted and assembled [illegible] the [illegible] new [illegible]. I almost hated to weather it, but there was no doubt it was too clean, so I brushed on a wash consisting of a few drops of Grimy Black in a small jar of diluted alcohol using vertical strokes. I then used various brushes and cotton swab sticks to apply powdered pastels to the walls. I applied discreet spots of gray, green, white alkaline leaching, and vertical streaks of rust.

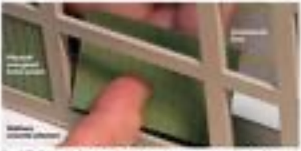


Fig. 5 Wall raising. After painting the major components separately, Jim glued the corrugated Plastruct panels into place in the Walthers walls.

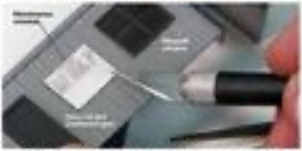


Fig. 6 Everywhere a sign. Jim made signs like this maintenance schedule on his computer, shrank them on a copier, and glued them to .005" styrene sheet.

I brushed the same thin black paint wash over the roof, then applied dark gray, white, and rust colored powder streaks. [illegible] I then speckled the ridge with a combination of white and gray pastel powder to represent bird droppings. I don't have any scale pigeons, but I plan to add them.

When I was happy with all the weathering results, I fixed them in place with a light spray of pastel fixative (available at any art store), which, unlike clear paint overspray, doesn't wash the pastel powder out and cause it to disappear.

As a last step, I added clear styrene window glazing to the window openings and appropriate doors.

A successful kitbash

I'm really happy with the way the enginehouse turned out. It was a big project – an immensely enjoyable exercise in design, problem solving and model construction. And Grande [illegible] Yard has gained an essential structure – and a place to show off my locomotive-heavy operating sessions.

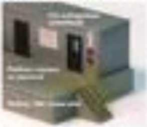


Fig. 7 Details, details. Signs, safety railings, and a scratchbuilt fire extinguisher add interest to Jim's service platform.

Jim Rickards lives in Colorado with his wife, Kate. He has been modeling in HO scale on and off since 1956. Currently he's building the Athabaska RR, a fictional line set in the Canadian Rockies.

Better turnout control
with slow-motion switch motors

Thomas Hunt uses rotary switches on a control panel to select routes in the yards on his layout. Follow along as he describes how he uses slow-motion switch motors to wire a self-aligning yard ladder.

Part one:
Wiring yard ladders for easy operation

By Thomas Hunt
Photos by [illegible]

Tom uses this test fixture to wire the slow-motion switch motors and make sure they function properly. He then installs the pre-wired motors under the layout.

Slow-motion switch motors are a great way to add remote-controlled turnouts to a layout. Wiring a single turnout to a slow-motion switch motor is fairly straightforward. However, efficiently wiring more complex turnout arrangements, such as yard ladders, [illegible], double and single crossovers, and slip switches can be more challenging.

My layout has about 70 turnouts used in all of these arrangements. In this two-part series I'll describe cost-effective, easy, and efficient ways to automatically align routes with slow-motion switch motors. Part one focuses on basic wiring strategies, power supply choices, and then tackles the most difficult and confusing situation – how to best wire yard ladders. Although I use Circuitron Tortoise switch motors, these techniques can also apply to any other switch motors with an extra set of contacts. Each project uses only inexpensive parts that are readily available from RadioShack, as well as online electronic component suppliers, such as All Electronics (www.allelectronics.com).

Power supply options

The most important, but often overlooked, decision is choosing the best power supply for switch motors on your layout. Basically, you have two choices. One option is a single-ended, or [illegible], power supply illustrated in **Fig. 1**

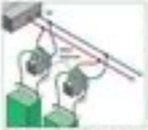


Fig. 1 Unipolar wiring. A unipolar power supply requires two wires from each slow-motion switch motor to a double-pole double-throw (DPDT) switch on a control panel.

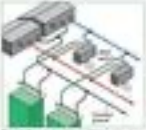


Fig. 2 Bipolar wiring. With a bipolar power supply, only one wire from each slow-motion switch motor runs to a single-pole double-throw (SPDT) switch on a control panel.

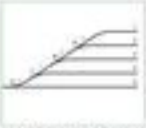


Fig. 3 Simple yard ladder. The + and – signs indicate the polarity applied to pin 8 of the switch motors to align the turnouts for the selected track. Pin 1 is always connected to the common bus.

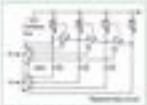


Fig. 4 Simple yard ladder circuit. The basic circuit for a simple yard ladder doesn't require diodes or resistors. However, you will need a two-deck rotary switch.

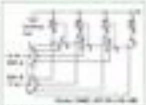


Fig. 5 Circuit with blocking diodes. Adding blocking diodes to the circuit is optional. This step eliminates the unnecessary switch motion that can occur with the circuit in Fig. 4.

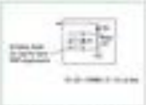


Fig. 6 Optional relay circuit. A 12V DPDT relay (noted with the * in Fig. 4) can also avoid false motion. [illegible] attaches the relay to the side of a switch motor with double-sided tape.

The other option is a double-ended, or bipolar, power supply shown in **Fig. 2**. The illustrations show how the switch motors would be connected using each type of power supply. At first glance, most modelers would probably opt for the unipolar supply, as it's apparently easier and less expensive. However, let's take a closer look.

A unipolar power supply requires two wires from each switch motor to the control panel, where a double-pole double-throw (DPDT) toggle switch has to be wired. On the other hand, the bipolar power supply requires only one wire to the control panel and a single-pole double-throw (SPDT) toggle switch. The other wire is attached to a common bus wire that can be routed around the layout. Both types require that two wires from the power supply be [illegible] to each control panel, as shown in **Figs. 1** and **2**.

The bipolar supply becomes more efficient option as the size of the layout, number of turnouts, and number of control panels increases. So where is the break-even point? Unfortunately there's no single right answer as it's a cost vs. effort decision. I recommend using a bipolar power supply when the number of turnouts exceeds 12. [illegible] a 12-volt unipolar supply for most modelers [illegible]. Building one isn't difficult or expensive. [See "Building a bipolar power supply" on the next page. – Ed.]

Wiring yard ladders

Any yard configuration that uses Tortoise switch motors can be controlled with a single rotary switch. Turning the switch to the desired track number will align all turnouts to that track, which makes operation a lot easier. Diode matrixing can be used with the rotary switch to perform the necessary logic, but there are more efficient methods.

The article "Easy yard ladder control" by Oliver Tansey appeared in the May 2009 Model Railroader. Tansey came up with a clever circuit that utilized two rotaries and an SPDT toggle to form an [illegible] switch configuration. We then [illegible] the basic circuit through one of the contacts on the rotary switch to control the next turnout in line. This circuit used a rotary switch to select the particular route.

The circuit in Tansey's article used a unipolar power supply. I modified the circuit so that it would work with a bipolar power supply.

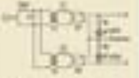
Simple yard ladder

Figure 3 shows the most basic yard configuration – a simple ladder. The positive (+) and negative (–) signs indicate how the turnout points will be aligned when voltage of this polarity is applied to the switch motor. As this is a basic step I adopt the convention that pin 1 on the Tortoise motor is connected to the common bus and pin 8 is the one switched to positive or negative voltage. As the contact block on the motor is arranged in a mirror image, it doesn't matter which end you call pin 1. But it does matter when you are wiring it and are following the pin numbers on the schematic. Later on, I'll show you an easy way to determine which side becomes pin 1.

Figure 4 shows the minimal required wiring for a simple ladder. For

Building a bipolar power supply

For a bipolar power supply all that's needed is two identical power supplies [illegible] **Fig. 2** [illegible]



[illegible]

[illegible]

[illegible]

[illegible]

[illegible] – TH

Materials list

All Electronics
(www.allelectronics.com)
[illegible]

Miscellaneous
[illegible]
Green LED, 2

[illegible]

[illegible] **Fig. 5** [illegible]

[illegible]

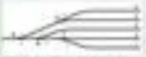


Fig. 7 Compound ladder. This is a diagram of the yard shown in Oliver Tanney's May 2009 article.

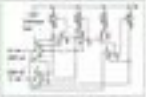


Fig. 8 Compound ladder circuit. Tom modified the compound ladder circuit from the Tanney article to work with a bipolar power supply.

[illegible]

[illegible] **Fig. 6** [illegible] **Fig. 4** [illegible]

[illegible] **Fig. 7** [illegible] **Figure 8** [illegible]

How the circuit works

[illegible] **Fig. 4** [illegible] **Fig. 8** [illegible]

[illegible]

[illegible]

Advanced yard configurations

[illegible]

[illegible]

[illegible]

Wiring the circuits

[illegible] **fig. 3** [illegible] **fig. 4** [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Now on ModelRailroader.com

[illegible]

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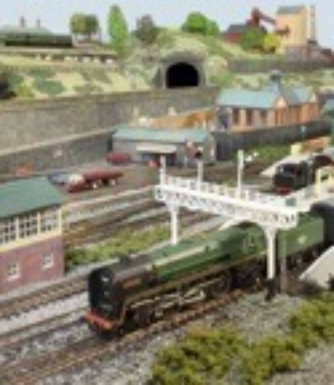
or CALL 1-800-533-6644

[illegible]

Monkchester

Echoes of a Northern Town, extended



In 2005, the [illegible] of [illegible] Model Railway [illegible] became custodians of this N gauge layout built by **[illegible]** and set about extending it to increase its operating potential. Peter explains what happened next.

[illegible]

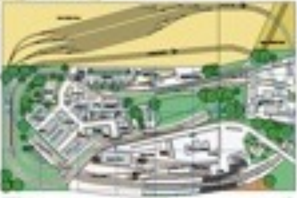
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

GWR Serpent C

A flat wagon for special loads in 4mm scale

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

The Llanmynach & Tawel-Llety Railway

Inspired by many sources, including the Talyllyn, in 009

[illegible]

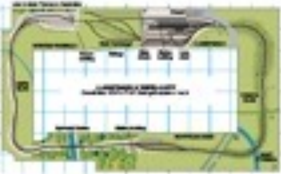
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Alder Carr

Researching and building a mine railway in [illegible]

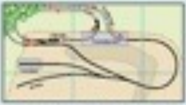
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



[illegible]

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[illegible]

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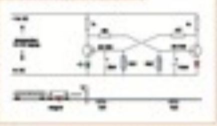
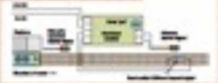
Automating signals

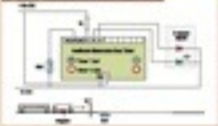
How to add signals that change aspect when passed by a train

[illegible]

[illegible]







A modern breakdown crane in 4mm

Building the 75T Cowans Sheldon design, introduced in 1977

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

A track plan for two eras

Customers unload crates of upright pianos from boxcars onto horse-drawn wagons at the team track behind the NJI&I freight house at South Bend. The houses at right date this photo to between 1908 and 1912. [illegible]

This Wabash branch changed a lot between steam and diesel years

By Dan Lasecki

The New Jersey, Indiana & Illinois RR, based in St. Joseph County, Ind., was a short line that's long on modeling potential. With an 11-mile route that came nowhere near New Jersey and Illinois, the NJI&I was small enough to be replicated in a room-size space without losing its flavor.

Originally built to serve one primary customer, the railroad over time developed a diverse traffic base that enabled it to operate under its own name for 77 years. The operations of the NJI&I in 1977 were so different from those in 1920 that modeling the road in each of those time eras requires a different track plan.

A capsule history

In 1903, sewing machine maker Singer Manufacturing Co. opened a new factory in South Bend, Ind., adjacent to the main line of the Lake Shore & Michigan Southern Railway (LS&MS). But before long, Singer became dissatisfied with the service and prices offered by the LS&MS. With the backing of the Wabash RR, Singer decided to build its own railroad.

Construction of the line from South Bend to the junction with the Wabash at Pine, Ind., started in 1904, and operations began on Aug. 1, 1905. The name of the railroad is believed to refer not to any planned expansion for the railroad, but for the places Singer had major plants: Elizabeth, New Jersey; South Bend, Indiana; and Cairo, Illinois.

The Wabash, previously just the NJI&I's operational partner, bought the short line outright in 1926. On Jan. 1, 1981, the Norfolk & Western acquired ownership of all capital stock of the NJI&I. The railroad continued to be managed locally in South Bend until the NJI&I was folded into the modern Norfolk Southern in 1982.

Rail customers

For the first 15 years of operation, Singer was the primary customer for the NJI&I. The South Bend plant manufactured cabinets for Singer sewing machines. Inbound traffic included hardwood lumber, coal for the power plant, machinery, and supplies. The cabinets were the primary outbound traffic.

The NJI&I also served a number of smaller customers along its line, including a coal dealer, a lumberyard, a scrap yard, a feed mill, a gravel pit, and a Farm Bureau Cooperative grain elevator. The elevator's grain was shipped with [illegible] South Bend via the NJI&I.

The few passengers carried by the NJI&I initially rode in the caboose. In 1906, the railroad bought a combine from the Wabash to handle passenger traffic, and ran their [illegible] shipments. Most passenger travel on the road was local, though on occasion a passenger would transfer to the Wabash. Passenger service ended in 1921.

The line gained another major customer in 1921, when the NJI&I constructed [illegible] yard to serve the new Studebaker automobile plant in South Bend. About the same time, the Oliver Corp. started to ship its products on the railroad. Oliver produced [illegible] implements [illegible] to [illegible]. Other customers to come on line later included a building products wholesaler, a ball bearing plant, a cardboard box factory, a home appliance manufacturer, and a company that manufactured corrugated pipe for roads and culverts.

Singer closed its South Bend factory in 1955 and eight years later, Studebaker moved its automobile manufacturing to Canada before closing for good. An auto body parts stamping operation took over part of the complex and became a valuable customer for the NJI&I.

By 1975, most of the industries along the north end of the NJI&I were gone. Allied Products, Oliver, and [illegible] Warehouse had become the railroad's primary customers.

For several years in the 1970s, the NJI&I also hauled some trucks of Jeeps destined for the U.S. military and the Postal Service. The vehicles were manufactured at the AM General plant several miles off line, trucked to Oliver Yard, and loaded onto auto-rack cars.

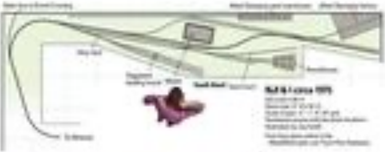
Modeling the NJI&I

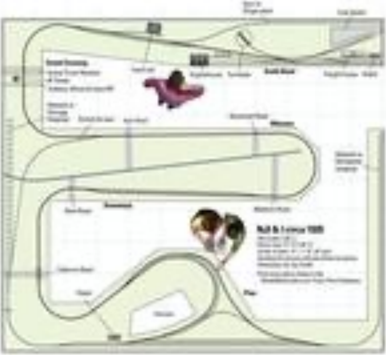
The small operations of the NJI&I are well suited to those interested in modeling a short line. The compact size of the railroad, the limited motive power roster, and the variety of traffic carried by the line all offer a lot of potential.

The signature feature of the NJI&I was the double wye at Pine. A single wye is already a space-eating feature, but a wye inside a wye can be huge! The track plan is a reasonable facsimile of the prototype, except for the northern end of the route.

The NJI&I route consisted mostly of straight tangents, so the track plan does likewise. Curves are introduced only as necessary to keep the track plan within an overall space of reasonable dimensions. With 24" minimum radius curves, No. 6 turnouts, and 3-foot aisles, the track plan measures 17 x 14 feet.

This 1988 aerial view of South Bend, Ind., shows the Allied Products automotive parts stamping plant, occupying part of the former Studebaker auto factory. The ex-New Jersey, Indiana & Illinois yard, now owned by the Norfolk Southern, is in the foreground. [illegible]





[illegible]

[illegible]

[illegible]

The track plans at a glance

Name: [illegible]
Scale: [illegible]
Size: [illegible]
Prototype: [illegible]
Locale: [illegible]
Era: [illegible]
Style: [illegible]
Mainline run: [illegible]
Minimum radius: [illegible]
Minimum turnout: [illegible]
Maximum grade: [illegible]

Locomotives and cars for the NJI&I

[illegible]

[illegible] [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Operations

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Long in possibilities

[illegible]

[illegible]

Killagan

A wayside spot in Northern Ireland, modelled in 4mm scale

[illegible] describes how this layout, based on a closed station around 40 miles from Belfast, came about as a result of a visit in 2002 to the Ulster Folk & Transport Museum.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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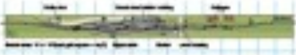


[illegible]

[illegible]

[illegible]

[illegible]

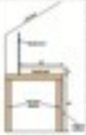
[illegible]

Rockingham relocated

A new home for this well-known P4 layout

[illegible] describes the alterations to his layout Rockingham [illegible] which were made in order to give it a permanent home in the loft.

[illegible]



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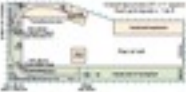

[illegible]

[illegible]

[illegible]

[illegible]

Glen Roy

Through the railway room door

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible]

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[illegible]

[illegible]

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Railway Modelling Explored

Ideas & advice for beginners

This month –

- GOODS SIDING DETAIL IN OO

[illegible]

Goods siding detail in OO

Built using lineside kits from Ratio products

[illegible]

[illegible]

[illegible]

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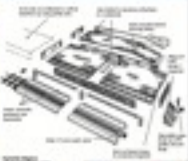

[illegible]

[illegible]

[illegible]

Oh what a lovely pair...

[illegible]

[illegible]

1

3

5

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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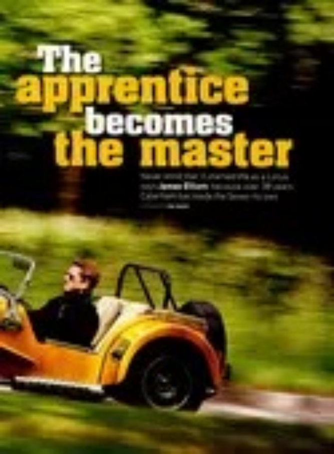

The apprentice becomes the master

Never mind that it started life as a Lotus, says **James Elliott**, because over 38 years Caterham has made the Seven its own

[illegible]

[illegible]

[illegible]

M[illegible]

The test route

[illegible]

[illegible]

[illegible]

Caterham then and now: Andy Noble

[illegible]

[illegible]

[illegible]

The Shasta Route

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chris Todd

[illegible]

The 200mph club

Faster in a straight line than a Formula 1 car and with more downforce, too, Group C sports prototypes provided the [illegible] era of endurance racing. More than 20 years on, these amazing machines are still running strong. **[illegible]** talks to the men who keep these [illegible] flame burning

[illegible]

Lancia LC2

[illegible]

[illegible]

[illegible]

[illegible]

Porsche 956

[illegible]

[illegible]

Porsche 962C

[illegible]

[illegible]

Nissan R90CK

[illegible]

WITH DOWNFORCE AND INCREDIBLE BRAKES, YOU CAN REALLY ATTACK – BUT CAREFULLY

Spice SE90C

[illegible]

[illegible]

Mercedes-Benz C9

[illegible]

IT'S THE ULTIMATE. YOU CAN FEEL THE [illegible] INVESTMENT MADE BY MERCEDES-BENZ

[illegible]

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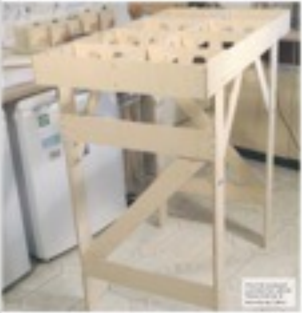

[illegible]

Layout in a shed

Part 2: Construction of the baseboards for the latest BRM Project Layout described by **Colin Brown** and **Mick Quinn** of the Market Deeping MRC. Photography by **Paul Bason**.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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[illegible]

[illegible]

[illegible]

[illegible]

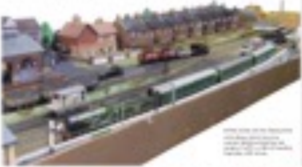
Detford

This OO gauge finescale layout from **Bexhill-on-Sea MRC** will be at their annual show this August.

[illegible]

[illegible]

[illegible]



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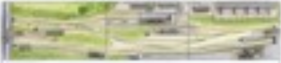


[illegible]

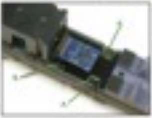
Digital sound for third rail EMUs

Nigel Burkin's take of two Kent Coast EMUs and digital sound

[illegible]

[illegible]

[illegible]



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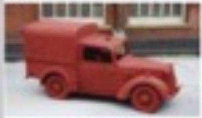
Building a 7mm 'Tilly'

Paul Jarman builds the Tamiya 10hp British Light Utility Car

[illegible]

[illegible]

[illegible]



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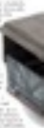

[illegible]

The LNER B17s

With Hornby's new B17 due out soon, **W B Ascough** of the Gresley Society and LNER Study Circle looks at Gresley's 'Sandringham' and 'Football' 4-6-0s. Photography as credited.

[illegible]

[illegible]

[illegible]

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[illegible]

2835
L N

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[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Readers' layouts

[illegible]

Hercules Castle

[illegible]

[illegible]

Borough Hill

[illegible]

[illegible]

Riddles' big tank!

[illegible]

[illegible]

MAC'S MODEL

BRITISH AND AMERICAN OUTLINE

FIND IT FAST

WITH [illegible] BINDERS

NEW IN STOCK

TRIX HO

BRAWA HO

ROCO/FLEISCHMANN HO

LILLIPUT

JOUEF HO

Add working lights to a bi-level cab coach

The marker lights, headlights, and rotary beacon on this Kato HO scale bi-level cab coach can all be controlled using Digital Command Control. [illegible]

A recent visit to a friend's HO scale Chicago & North Western layout set in the railroad's metropolitan city inspired me to try my hand at adding Digital Command Control (DCC) lighting effects to a bi-level cab coach.

For those not familiar with Chicago's push-pull commuter operation, inbound trains [illegible] toward the city are pushed by the locomotive but controlled by an engineer in the cab coach. There is a small control cab on the second level of the car that allows the engineer to operate the locomotive on the other end of the train. On the outbound trip, the locomotive is on the head end and the cab coach displays the marker lights.

I chose the Kato bi-level car over other HO scale models because the firm offers an interior lighting kit that's DCC compatible. I used the kit as is and decided not to connect it with the decoder. I used the Train Control Systems (TCS) FL4 light-only decoder for the headlights, rotary beacon, and marker lights.

The Kato cab coach lighting is designed for direct current operation. When the cab is leading, the headlight is on. When the car is trailing, the marker lights are illuminated. The rotary beacon is a non-functioning detail part.

There is a light board in the cab end of the car with two light-emitting diodes (LEDs), as shown in **Fig. 1**. The tall one sticks up into the cab interior where it illuminates a clear plastic pipe to the headlights. The short diode lights a separate pipe for the markers.

I had to completely disassemble the car to install the DCC. Removing the interior seating was easy. However, I had to remove the marker lights and extract the light pipe to get into the cab interior.

The rotary beacon isn't factory installed, so I planned on drilling a hole in the roof to mount it. The underside of the [illegible] beacon would then be exposed to the car's interior, allowing me to mount an LED to illuminate it.

However, I discovered that the light pipe for the headlights would interfere with this plan. After careful measuring and filing, I mounted a [illegible] ultra-bright LED from [illegible] on top of the headlight pipe. I used a piece of electrical tape to prevent the LED's glow from entering the headlight pipe, as seen in **Fig. 2**.

Manufacturers of LEDs mark the anode and cathode differently, but I found that it's sometimes easier to use a [illegible] power supply (like an old DC throttle) and a [illegible] resistor to determine which is which. I quickly connect the resistor in series with the LED. When the LED illuminates, the lead connected to the positive side of the power supply is the anode.

I soldered the blue wire to the anode (positive) side of the LED for the rotary beacon, and a [illegible] wire to the cathode (negative). I covered the exposed leads with heat shrink tubing and fed the wires down the same hole into the headlight pipe that the tall LED fits into, seen in **Fig. 3**.

Once I was satisfied with both the beacon and [illegible], I turned my attention to the light board. There are two tiny brass contacts that supply track power to the light board. A small brass contact provides power for the LEDs.

To retain the DC operation, a single current-limiting resistor is used for both LEDs. The cathode of one diode is wired

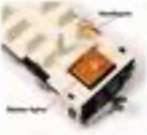

Fig. 1 Light board. This printed circuit board is located in the cab end of the gallery bi-level car. The light board has a tall light-emitting diode (LED) for the headlights and a short LED for the marker lights.

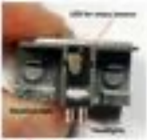

Fig. 2 A tight fit. After careful measuring and filing, Mike was able to seat the LED for the rotary beacon on top of the plastic headlight pipe. The electrical tape prevents the glow of the LED from appearing in the headlights.

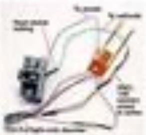

Fig. 3 Wiring the beacon. After determining the anode and cathode leads, Mike wired the LED to the printed circuit board. He covered the exposed leads with heat shrink tubing to prevent short circuits.

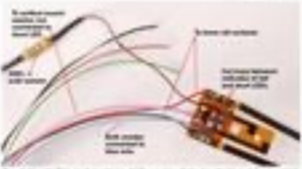

Fig. 4 Headlights and markers. Both anodes of the headlight and marker light LEDs must be connected to the blue decoder wire. Mike used a hobby knife to cut the trace between the cathodes of the tail and short LEDs.

[illegible] as shown in **Fig. 4**. [illegible]

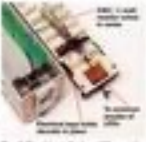

Fig. 5 Final installation. Mike set the decoder and wires in the lower level of the car. He used electrical tape to hold the decoder in place.

I mounted the TCS decoder between the lower level seats, seen in **Fig. 5**. [illegible]

[illegible]

I reassembled the car. [illegible]

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READERS' GALLERY

ABOVE: [illegible]

LEFT: [illegible]

[illegible]

ABOVE: The grain business is jumping on [illegible] [illegible] garden railroad in Upland, California. He has been working on the line for 19 years. The grain elevator is a product of [illegible] [illegible].

BELOW: It's a hot Sunday afternoon in Little Washington, a small midwestern town on Bob [illegible] [illegible] Garden Railroad in Plano, Texas. Men are [illegible] sitting in the shade of the local tavern, ignoring the "No Loitering" sign and watching the trains go by. A lone passenger paces impatiently on the platform, waiting for the afternoon [illegible] [illegible] that was overdue. [illegible]

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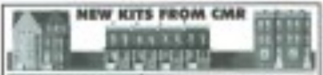

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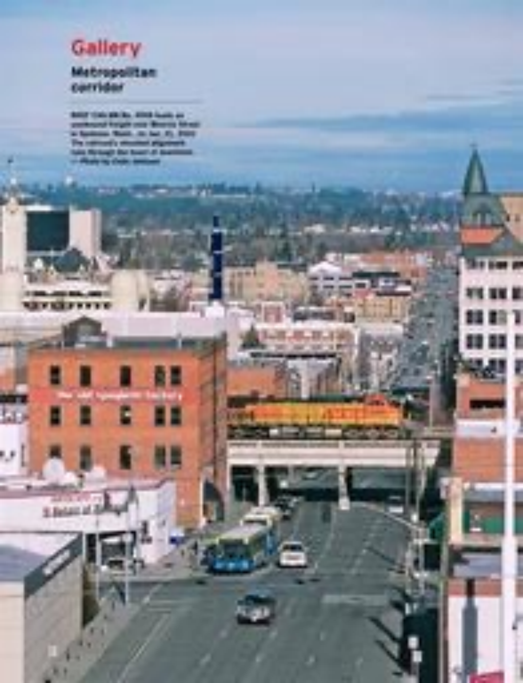
Metropolitan corridor

BNSF [illegible] No. [illegible] leads an eastbound freight over Monroe Street in Spokane, Wash., on Jan. [illegible], [illegible]. The railroad's elevated alignment takes [illegible] through the heart of downtown. — Photo by [illegible]


The Old Spaghetti Factory

The B&O way

An A-B-A set of Baltimore & Ohio F7s rolls by McKenzie, Md., with eastbound [illegible] (Quick Dispatch [illegible]), 8 miles from Cumberland on the "West End" route, in September 1952. — Photo by Robert Milner

Amtrak's colorful heritage on display

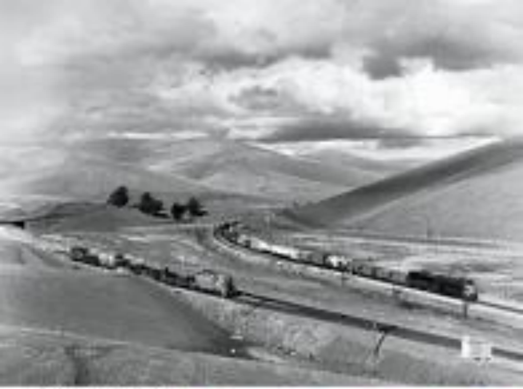
Forty years after its first train ran, Amtrak gathered five General Electric locomotives wearing historic Amtrak paint schemes and special anniversary lettering for this portrait at its Ivy City yard in Washington on May 1, 2011. The engines (from left) are: P42 No. 156 (in Phase I colors), P42 No. 66 (Phase II), P40 No. 822 (Phase III), P42 No. 184 (Phase IV), and P42 No. 145 (Phase V). —Photo by Bob Johnston

Night train to Denver

Descending along South Boulder Creek, a Denver & Rio Grande Western freight led by SD45 No. 5323 rounds a curve by Tunnel 17 near Crescent, Colo., in 1972 with dynamic brakes whining and brake shoes smoldering. The photographer used 22 flash bulbs, plus the waning twilight, to make the image. — Photo by Mel Patrick

Ah, wilderness

Canadian National eastbound train [illegible], with [illegible] No. [illegible] in the lead, rolls through [illegible] Landing, Alta., along the bank of [illegible] Brule Lake, on Aug. 24, 2005. The train is following VIA Rail's eastbound Canadian by [illegible] minutes. — Photo by [illegible]



Summit meeting at Altamont Pass

Westbound trains of two different railroads stand near the summit of California's Altamont Pass on Jan. 31, 1966. Western Pacific's Freeport Local, led by GP7 No. 713, rests at Altamont siding, while a Southern Pacific freight from Tracy growls past, with F7 No. [illegible] at the point. Union Pacific freights and ACE commuter trains use the Western Pacific line today; SP pulled up its rails in the mid-1980s. — Photo by Tom Taylor

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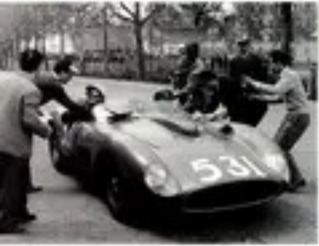

Fon de Portago in Florence, a few hours before his death on the '57 Mille Miglia

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